

GENERAL PLAN DIGEST

City of Chula Vista

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*The Land Use and Circulation Element diagram is published separately;
copies are available from the Chula Vista City Planning Department.

I. INTRODUCTION

The Planning and Zoning law of the State of California (Government Code Section 65000 et. seq.) requires that each city and county adopt a comprehensive, long-range plan consisting of policies, objectives, principles, standards and proposals for the physical development of land within its own jurisdiction, and any land outside its boundaries which bears relation to its planning. It further requires that the general plan shall address, at a minimum, the following aspects or "elements" of physical development: land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highways, and safety. Several optional or "permissive" elements are also discussed in the State law, including three -- parks and recreation, public buildings and bicycle routes -- which the City has chosen to include within the Chula Vista General Plan.

The General Plan Digest brings together into one document the statements of goals, objectives, policies, proposals, and standards contained in the several volumes of the Chula Vista General Plan. Taken together, these statements represent the City's official policy direction for the growth, development and conservation of incorporated City territory and adjacent unincorporated lands within Chula Vista's sphere of influence.

The entire area addressed by the Chula Vista General Plan is referred to as the Chula Vista Planning Area, and is bordered by the San Diego Bay on the west, the South Bay Freeway (SR-54) to the north, the Sweetwater and Otay Reservoirs on the east, and the Otay Valley to the south.

For the background and survey material upon which the policy statements of the General Plan are based, the reader is referred to the individual General Plan volumes.

II. LAND USE AND CIRCULATION ELEMENT

A. Primary Goals and Related Policy Statements

The following five goals are considered to be those of primary importance for the future development of Chula Vista. Following each general goal is a list of more specific actions or policies designed to achieve that goal. This list attempts to identify the principal steps which should be taken to implement the Plan but does not pretend to be exhaustive.

1. Improve and expand the economic base.

- a. Enlarge and diversify industry.
- b. Maximize commercial potential.
- c. Exploit tourist potential, particularly the proximity to Mexico and the beaches.

2. Preserve and enhance the residential quality of Chula Vista.
 - a. Establish a high quality for new development, both single and multi-family.
 - b. Preserve existing sound areas.
 - c. Promote orderly expansion of multiple housing in appropriate areas.
 - d. Promote a diversity of dwelling types throughout the City while maintaining the densities designated on the Plan.
 - e. Promote architectural and environmental compatibility of neighborhoods of mixed dwelling types.
 - f. Avoid undesirable economic or other segregation in Chula Vista.
 - g. Annex all unincorporated areas to the east of Chula Vista in order to assure that development will meet City standards.
3. Provide adequate and convenient public facilities to serve anticipated population.
 - a. Bring neighborhood and community recreation areas up to accepted standards.
 - b. Provide one or more large parks in areas best suited to this use.
 - c. Provide for recreational use of a portion of the waterfront.
 - d. Continue to develop and improve the Civic Center as a major focus and service center for the community.
 - e. Provide for adequate storm drainage, particularly through preservation of natural channels.
 - f. Encourage development of Southwestern College as a major community cultural and educational center.
4. Develop a circulation system within the City of Chula Vista and linkages to the region and to Mexico which will be convenient, efficient, and harmonious with an optimum pattern of land development.
 - a. Determine best location for freeways and freeway connections.
 - b. Provide adequate internal circulation system serving major destinations and protecting neighborhoods and principal activity areas.
 - c. Provide an efficient rail and highway system to serve the tidelands industrial area.
5. Preserve and enhance the beauty of Chula Vista.
 - a. Provide for appropriate and attractive development of the bay shore.
 - b. Establish controls to prevent ugly scarring and grading in development of eastern lands.
 - c. Provide for street trees and adequate planting of all available public areas to relieve arid environment.

- d. Identify and preserve strategic areas such as lookout areas, lake shores, deep and interesting canyons, etc.
- e. Encourage and protect crop and orchard uses wherever and for as long as economically feasible.

B. Principal Proposals of the Plan

1. Residential Development

- a. General Principles Relating to Residential Development. The planning of the future residential development in Chula Vista will be influenced by the following considerations:
 - The character and value of existing desirable neighborhoods should be maintained. Redevelopment and rehabilitation should be employed to correct deficiencies of blighted or deteriorating areas when they occur.
 - Residential areas should be planned with centrally located schools and parks; arterial traffic should be routed around rather than through the neighborhoods.
 - Objectionable, hazardous, dangerous and other incompatible uses of land should be prevented from intruding upon residential neighborhoods.
 - New concepts in the design of residential areas should be encouraged such as provision of communal open space compensating for reduced lot sizes, and the introduction of planned mixtures of dwelling types.
 - The highest densities should be located at the points of greatest service and accessibility near the central district and the more important outlying commercial areas. The most difficult topography should be developed at the lower densities.
 - Care should be taken in the design of future residential areas to preserve the natural amenities which make Chula Vista a desirable place to live today.
- b. Density Categories. The General Plan is intended to form a basis for the conservation and improvement of the existing residential neighborhoods of Chula Vista, and to guide the development of the new residential areas to the east. The residential development in Chula Vista is divided for purposes of planning into four categories of density. The density categories as indicated on the General Plan Map are not intended to suggest uniform patterns of either single or multi-family development. They are intended, rather, to indicate the general

range within which a harmonious but varied combination of different housing types will fall for any given area of the City. These density categories may be described as follows:

Low Density: A predominantly single-family development on building sites ranging from about one-third of an acre to over one acre. Much of the present suburban area easterly of Chula Vista is characteristic of the type of development anticipated in the Low Density areas.

Medium Density: This density category combines single-family dwellings on average city lots with limited numbers of duplex dwellings and small apartments. It is characteristic of the development of much of the older level portion of Chula Vista where single-family residence is the predominant land use, but where limited numbers of multi-family units exist in appropriate locations. Selective and appropriate mixing of building types on new sites should be encouraged in this and the following density districts.

High Density: Single-family and small apartment units in this density category would be combined with larger garden apartments and also with townhouse and cluster developments.

Very High Density: This density category is intended to designate areas which would be characterized by high rise and garden apartments. Although single family units would continue to exist within the Very High Density area in the early years of the planning period, ultimately these areas are expected to be almost exclusively multi-family in character. The residential density of areas designated "High Density" and "Very High Density" should be considered as potential sites for senior housing. Where such housing is proposed, the standard density for these areas could be increased substantially provided that such density were compatible with surrounding land use, bulk and height patterns, and would not adversely affect ambient residential enjoyment, traffic circulation, environmental quality, or the general order and amenity of the community. The senior housing established under the escalated density standard discussed in this paragraph should be situated in areas which are served by nearby commercial, medical, public transportation, recreational and governmental services. This policy is predicated upon the growing need for senior housing and the recognition that the average population density of senior dwelling units is substantially less than those occupied by families.

Residential Density in the College area: The General Plan Map shows residential development expanding eastward into the mesas and foothills. Adjacent to "H" Street, north and west of

Southwestern College, a limited area of medium density development is proposed to encourage development of an active community center for this new easterly area, and to meet the housing demand created, in part, by the college. This medium density area is expected to achieve a yield of about 6 to 10 families per gross acre. Terrace houses, cluster development, and garden apartments should constitute the predominant dwelling types in this section of the community.

This high density neighborhood is expected to remain at the low end of the range for this category, i.e., to achieve a density of about 13 to 20 families per acre. Terrace houses, cluster development and informal garden apartments should constitute the predominant dwelling types in this section of the community.

Future development in this foothill area will be formed into neighborhoods free of through traffic and served by centrally-located schools and playgrounds. Small convenience shopping centers will be situated to serve each two or three neighborhoods. In general, development should be confined to the most suitable topographic areas, avoiding the steepest slopes and narrow canyons. The density of development in this area will vary with the topography, ranging from the high density development described above, to medium and low densities in the more rolling and steeper slopes. Where land is very broken and rough, density should be considerably reduced.

This plan calls for an increase in residential density on the periphery of the urban core (Town Centre) and the Chula Vista Shopping Center, as well as the densification of much of the territory situated to the north of "H" Street, between the urban core and I-5, in the Central Chula Vista Community. This increase would enable this municipality to better meet the growing demand for housing in the Planning Area and South Bay. It would also tend to promote retail trade and services in established commercial areas, and thereby stabilize the Central Community's land use pattern.

Notwithstanding the need to increase residential densities in the Central Community, an effort should be made to protect those areas within the said community which have developed and maintained an orderly and stable single family dwelling fabric. Furthermore, the establishment of new high density districts should be consistent with the public's interest in environmental quality and the maintenance of high townscape planning, circulation and traffic engineering standards.

In the remaining portion of presently developed Chula Vista, the densities are not expected to change substantially from the present range of 4 or 5 dwelling units per net acre.

It should be noted that because a particular area has a density range rather than one specific density, it does not necessarily signify that all land must be zoned at the high end of that range -- each proposal must be judged by its own particular circumstances.

2. Chula Vista Growth Management Policy -- Goal, General Objectives, Statements of Policy, Growth Phasing Schedule

a. Goal

The promotion of the orderly growth and development of the Chula Vista Planning Area is the goal of the Chula Vista Growth Management Policy of the Chula Vista General Plan.

b. General Objectives

The general objectives of the Chula Vista Growth Management Policy are:

- (1) The protection of the natural and man-made environments of the Chula Vista Planning Area;
- (2) The conservation of open space agricultural areas, energy, water and other natural resources;
- (3) The promotion of land use stability, economic progress and residential enjoyment by fostering compact, convenient settlements and the application of sound land use, transportation and environmental planning principles;
- (4) The encouragement of the orderly sequential development of the City of Chula Vista into its overall planning area;
- (5) The discouragement of premature development and disorderly patterns of growth and development;
- (6) The synchronization of growth and the availability of public services and facilities;
- (7) The protection of the urban core and older settlements of the Chula Vista Planning Area from antiquation, decline and blight;
- (8) The promotion of in-filling and economy of land uses;
- (9) The promotion of economic governmental facilities and services;
- (10) The maintenance and orderly expansion of the Chula Vista Planning Area circulatory system;

- (11) The promotion of sound townscape planning and urban design;
- (12) The promotion of health, welfare and public safety throughout the Chula Vista Planning Area;
- (13) The maintenance of an appropriate balance of residential, commercial, industrial, and public facility developments in the future growth of the City.

c. Statements of Policy

- (1) All proposals for growth and development within the Eastern and Southeastern Territories of the Chula Vista Planning Area shall be consistent with the principles of sound urban and regional planning and shall be consonant with the environmental, physical, social and economic needs of the Planning Area.
- (2) All proposals for the growth and development of the Eastern and Southeastern Territories shall promote the order and amenity of the Planning Area, and shall incorporate such amenities as parks, pedestrian linkages and open space areas.
- (3) Development in any location will be allowed only if onsite and offsite public facilities required to serve the development are in place or will be provided in conjunction with the development. Such facilities shall include but not be limited to streets and highways, sewers, water, schools, power, gas and related infrastructure.
- (4) In-filling rather than peripheral development shall be encouraged.
- (5) All growth within the Eastern and Southeastern Territories should be self-supportable from the standpoint of public operational and capital costs, and not place a significant on-going burden upon the economic or financial capacities of existing local governmental agencies (City, schools, water districts).
- (6) The Planning Department shall study the Eastern and Southeastern Territories on a continuing basis, and shall recommend those areas and sites within the said territories which should be conserved as open space, greenbelts and agricultural lands.
- (7) The Planning Department shall explore the methods of procuring open space and greenbelts, such as dedication, purchase of development rights, clustering and large lot zoning.

- (8) The Planning Department shall coordinate growth management planning efforts with those of the County of San Diego, SANDAG and neighboring cities.

d. General Pattern of Development

- (1) It is the intent of this policy that lands develop in a general pattern from west to east and that undeveloped lands be considered ready for development if they are both substantially contiguous with the city limits and with lands which already are developed.
- (2) The foregoing commentary notwithstanding, those portions of the Eastern Territory under the ownership of United Enterprises and Union Oil Company which now carry the Agriculture and Reserve Open Space designation on the General Plan should remain so designated at the present time.
- (3) This policy shall be reviewed annually by the Planning Commission in September and the City Council in October.

3. Commercial Development

The General Plan considers commercial development in four categories: (1) retail centers; (2) thoroughfare-commercial areas, providing for automobile-oriented services and wholesaling activities; (3) visitor-commercial uses and; (4) professional-administrative uses. There is evidence of some overdevelopment of commercial facilities at present based on the average return per square foot of commercial establishments. A conservative policy is recommended in adding new land to the commercial land supply. It is further recommended that every effort be made to increase the efficient use of existing commercial uses.

- a. Retail Commercial Areas. Neighborhood shopping centers (3-8 acres in size) are proposed or are already existing. The scale and location of new centers should be carefully related to their appropriate markets. The same care should be exercised in behalf of existing centers. The plan diagram indicates a major shopping center at the intersection of I-805 and East "H" Street. This center, which would occupy 30 to 40 acres of land could be regional in scope, or accommodate a mixture of regional, community, visitor, and/or recreational commercial uses.

It should be noted that while this General Plan indicates neighborhood and community shopping centers at various locations throughout the planning area, it is not intended that these be exact locations nor is it intended that these be the only sites for this use; rather, these designations as shown on the General

Plan map are very schematic as to location and number. Thus, if by market analysis, it can be proven that commercial sites in addition to those shown on the Plan are necessary and desirable, the Planning Commission and City Council have the prerogative of approving supplementary sites while retaining conformity to this Plan.

- b. Thoroughfare Commercial Areas. Thoroughfare uses are now largely concentrated along Broadway as well as in certain locations along Third Avenue and "E" Street. It is proposed that this trend be continued and the clustering of thoroughfare commercial uses be encouraged in order to overcome the undesirable scattering now in evidence. Broadway is the most appropriate location for the thoroughfare uses already concentrating along its frontage. Third Avenue is not an appropriate location for extensive thoroughfare commercial uses which should be restricted to the several compact locations shown in the General Plan. "E" Street, like Third Avenue, should be restricted for thoroughfare commercial development except for the frontage between Broadway and the Montgomery Freeway, and the area north of the Third Avenue Business District between Fourth Avenue and Church Avenue as shown in the General Plan. "H" Street between Broadway and Interstate-5 is another likely thoroughfare commercial area.
- c. Visitor-Commercial Areas. With its great advantages of climate, beaches, boating facilities and the proximity of Old Mexico, tourist activity should be an important and growing component of the economy of the San Diego region. It now appears that Chula Vista is not attracting its share of this valuable resource. A substantial step in the direction of achieving the basic General Plan goal of a stronger and more diversified economic base for Chula Vista would be taken if the City were to develop the facilities to enable it to attract a larger share of the tourist dollar. With this objective in mind, visitor-commercial development is proposed on the waterfront in conjunction with a new marina, and near the following freeway interchanges: (1) Inland and South Bay freeways; (2) Inland Freeway and Bonita Road; (3) San Miguel Freeway and San Miguel Road; (4) San Miguel Freeway and Telegraph Canyon Road. Adequate areas are shown in the Plan at these locations to permit the development of complexes of high quality tourist facilities including motels with meeting and convention facilities, restaurants, service stations, and related facilities to serve the visitor or traveler.
- d. Professional and Administrative Areas. Many professional and administrative offices in Chula Vista are in or near the Third Avenue-Civic Center Area. It is proposed to continue this concentration of offices, thus helping the Third Avenue-Civic Center Area attract new activity to replace retail volume appropriated by other shopping centers.

4. Industrial Development

In accordance with the objective of improving the industrial base of Chula Vista, 2,600 acres of land are designated in the Plan for future industrial use.

The amount of industrial land is based upon the following assumptions:

- That the Planning Area by 1990 will have a total labor force of about 69,000.
- That the manufacturing labor force will constitute about 25 percent of the total labor force or about 17,000 workers.
- That the average density of 20 workers per acre will be employed in the areas designated for industry, and will require about 850 acres.
- That the amount of land designated for industrial use in the General Plan should be more than the estimated need in order to:
 - Assure the free functioning of the real estate market and avoid creation of an industrial land monopoly.
 - Permit prospective developers a wide choice of sites.
 - Provide a factor of safety in the provision of this resource which is so important to the economic future of the City.
- That much of the Tidelands industrial will be used for terminal and warehouse facilities which require a very low worker-per-acre ratio. A study of the Tidelands area is in progress and as a result, the industrial uses may be diminished.

a. Industrial Development Principles

The following principles are proposed for industrial development in Chula Vista:

- (1) Reserve an adequate supply of land for industrial development which is properly located in relation to other land uses in Chula Vista.
- (2) Encourage industrial park development in appropriate locations.
- (3) Schedule development of industrial land, insofar as possible to assure compact and orderly use of industrial districts in accordance with the absorption rate of the industrial land market.

- (4) Establish industrial classifications based upon performance standards.
- (5) Locate the most compatible industrial uses close to residential areas and less compatible ones away from residential areas.

b. Industrial Locations and Uses

The area proposed for industrial development in Chula Vista is located in the crescent shaped belt along the western, northern, and southern sides of the Planning Area. This belt includes portions of the Sweetwater and Otay Valleys, the Tidelands, and selected areas east of the Tidelands and west of Broadway. Proposed industrial development is divided into two classes: (1) general industry and (2) limited and research industry.

General industrial use is proposed for a large part of the Bayfront Redevelopment Project Area and in the Otay Valley. Expansion and development of ocean shipping facilities by the Port of San Diego as proposed in their Tidelands Master Plan could spur industrial development in the Bayfront Community. This development would probably include manufacturing, processing, warehousing, and related commercial and commercial-office land uses.

It is the City of Chula Vista's policy that the Bayfront area shall be redeveloped with recreational, visitor commercial, and residential land uses, as well as industrial uses in accordance with the adopted Bayfront Specific and Bayfront Redevelopment Plans.

c. Tidelands and Waterfront

The tidelands in Chula Vista constitute a unique and valuable asset for the long-range development of the City. Nearly one-half of the Chula Vista tidelands has been granted to the San Diego Unified Port District by the City which received them from the State. Santa Fe Railroad owns in excess of 400 acres. Thus, this valuable industrial land is divided between private and public ownership. It is important to note that the development plans for this area prepared by the Unified Port District are in harmony with the proposals of the first Chula Vista General Plan. The Port District Master Plan is currently being revised.

A more restricted industrial activity emphasizing research, development, light manufacturing and warehousing is proposed in the Sweetwater and Otay Valleys, on a portion of the tidelands, and in the areas shown east of the Montgomery Freeway. Industrial parks, highly controlled industrial development and warehousing, should be encouraged within this light industrial area.

Freeway, railroad and water access to the industrial belt, combined with an attractive urban environment and progressive municipal government should insure a sound, competitive situation for development of the anticipated diversified industrial complex.

The seven hundred acres of land which abut upon the northerly and southerly sides of Otay Valley Road comprise most of the Otay Valley Road Redevelopment Area, and are slated for planned light industrial development. This development will be guided and governed by the Redevelopment plan, City zoning regulations, a special implementation plan, the Citywide Design Manual, and a special addendum to provisions of this manual.

The implementation of the industrial development of the Otay Valley Road area should be sensitive to the environmental quality and livability of adjacent residential areas, even where this implementation requires the application of extraordinary land-use, land-occupancy, building-bulk, landscape, height, conservation, operational, traffic-control, or noise-control standards or principles.

5. Agriculture

Agriculture in Chula Vista has largely been replaced by urban development, i.e., housing, commerce, industry and public uses. The remaining agricultural land in the Chula Vista coastal plain is also being steadily taken out of production in favor of urban development.

Nonetheless, agriculture remains a significant segment of the Chula Vista Planning area. Farm land also provides valuable open space for the community and constitutes a productive interim use of land pending its ultimate conversion to more intensive development.

The economic feasibility of farming in the Chula Vista area can be substantially affected by public policy regarding road development, utility extensions, public services, and zoning. The General Plan designates substantial areas of land for continued agricultural use during the planning period. This agricultural land is located in the eastern part of the Planning Area generally south of Telegraph Canyon Road. Public policy as suggested above should be directed to the support of agricultural activity in these locations through the discouragement of premature development.

6. Traffic and Circulation

Three classes of vehicular trafficways are shown in the General Plan: (1) Freeways; (2) Major roads; and (3) Collector roads. The function of each type of route in the traffic circulation network for Chula Vista is explained below:

- a. Freeways. A freeway network is an important part of the overall circulation network, serving as a means of bypassing regional through traffic, as well as supplementing the local thoroughfare system. Freeways make good boundaries between different types of land use such as between residential and industrial

development. Freeways are less obtrusive when heavily landscaped and depressed below grade. This is particularly true when they cut through built-up residential areas as is the case with the Inland Freeway. New freeways should complement the City's thoroughfare system with respect to right-of-way, location, siting and spacing of interchanges.

The freeway network serving Chula Vista will consist of the following elements:

- (1) Montgomery Freeway (Interstate 5) will continue to link Chula Vista (and its industrial belt) with Downtown San Diego to the north and Tijuana, Mexico to the south.
 - (2) The Inland Freeway (Interstate 805) will provide a bypass of the industrial belt and provide access from the heart of the Chula Vista residential area north to San Diego and south to Tijuana.
 - (3) The South Bay Freeway (Route 54) on the north side of Sweetwater Valley will provide good access to and from the northeast, La Mesa and El Cajon. It will also be the shortest route from the industrial belt to U.S. Interstate 8 and the rapidly expanding Phoenix, Arizona area.
 - (4) The Otay Freeway (Route 75) in the Otay Valley south of the Planning Area will provide east-west access from the Silver Strand to Brown Field.
- b. Major Roads provide for local high volume needs and serve as distributors for the freeway system. The Major Road system proposed in the General Plan consists of improved existing routes and new routes needed to handle four to five times the traffic volumes existing today. New routes are needed to serve the eastern parts of the Planning Area. Major Roads are placed one to two miles apart in the new outlying areas and one-half to one mile apart in the older more concentrated areas, reflecting the increased traffic volume near the central part of the City. Major roads extend out of the Planning Area to connect with roads serving other parts of the County.

(1) The east-west system of Major Roads includes the following:

- "E" Street - Bonita Road - San Miguel Road extends from the industrial area on the tidelands through central Chula Vista passing to the north of the Third Avenue-Civic Center area. It continues along the south side of the Sweetwater River and terminates at the Sweetwater Reservoir. It has interchanges with the three north-south freeways and intersects major north-south thoroughfares.
- "H" Street - Rice Canyon - Proctor Valley Road begins on the tidelands, traverses central Chula Vista passing adjacent and to the north of the Chula Vista Shopping Center and 1/4 mile south of the Third Avenue-Civic

Center Area. It generally follows Rice Canyon past Southwestern College, and thence around upper Otay Reservoir and eastward. It has interchanges with the north-south freeways and intersects the major north-south thoroughfares.

- "L" Street - Telegraph Canyon Road commences at the Montgomery Freeway, passes to the north of the San Diego Country Club and to the south of Southwestern College on to the Otay Lakes area. It has interchanges with the three north-south freeways and intersects the major north-south thoroughfares.
- Orange Avenue - Poggi Canyon Road begins at the Montgomery Freeway and goes to Proctor Valley Road via Poggi Canyon, though the eastern half is designated for future development when the agricultural land is converted to residential use which is expected to take place after 1990.

(2) The north-south Major Road system includes the following:

- Tidelands Avenue which traverses from the National City boundary through the tidelands industrial area to "J" Street.
- Broadway (or National Avenue) is the old north-south highway. It intersects the major east-west thoroughfares and gives access to the Chula Vista Shopping Center. On this street is located the principal thoroughfare commercial development in the City.
- Fourth Avenue traverses Chula Vista from National City and the South Bay Freeway on the north to the southerly terminus of the Planning Area giving access to the Third Avenue-Civic Center area and the Chula Vista Shopping Center.
- Hilltop Drive serves as a major north-south thoroughfare for the residential area east of Third Avenue.
- Otay Lakes Road provides access from the South Bay Freeway on the north to the Southwestern College community center and Telegraph Canyon. Its southerly extension to the Otay Valley is reserved for use after 1980.
- San Miguel - Proctor Valley artery, (formerly Route 125/San Miguel Freeway) located in the far eastern part of the Planning Area, will be the principal north-south major road of the Lakes Community.

- c. Collector Roads complete the thoroughfare network by providing traffic distribution at closer intervals and will relieve traffic pressure on Major Roads by providing alternative routes. Where Major Roads are spaced widely, Collector Roads are provided between them for efficient distribution. Because the Collector Roads seldom have interchanges with freeways, freeway frontage roads in appropriate locations are provided to connect the Collector Roads to the interchanges of Major Roads and freeways.

In addition to the principal traffic network described above, there are two classes of streets necessary to complete the system: residential collector streets and residential streets. Although these essentially local streets are not designated on the General Plan Map, their proper design and location are important to the development of the City. The following functional and design standards are part of the policy of the General Plan:

- Residential Collector Streets: Distribute locally destined traffic from Major and Collector Roads to residential streets. These streets should be designed to be discontinuous so as not to function as thoroughfares attracting unnecessary through traffic to local areas or residential neighborhoods.
- Residential Streets: Provide access to the great majority of residences and other parcels of property. These streets should be designed to be as discontinuous as possible and be accessible from Residential Collector Streets. This design policy will promote the desirable quiet atmosphere of a street without through traffic and serving only the property fronting on it.

- d. Development Standards. Rights-of-way for roads and streets are based on the number of lanes needed to handle anticipated traffic volumes, combined with other requirements such as: (1) median dividers sufficiently wide to accommodate left turn refuge lanes; (2) on-street parking, if desirable; (3) sidewalks and planting space. Protection of future rights-of-way against adverse development is important. "Official Plan Line" legislation should be adopted for this purpose. Wherever possible, Major Roads should be developed for maximum traffic flow rather than access to individual properties. This can be accomplished through the use of frontage roads or subdivisions designed with lots backing rather than facing Major Roads. Right-of-way and lane standards of the General Plan are as follows:

	<u>Right-of-Way Width</u>	<u>Number of Lanes</u>
Major Roads	100'	4
Collector Roads	80'	4
Residential Collector Streets	55'	2
Residential Streets	51'	2

7. Public Transit. Public transit, in the future as at present, is expected to play a minor yet significantly necessary role in the movement of people in Chula Vista. Public transit should be encouraged to improve and expand service into the new outlying areas, particularly the Southwestern College area, linking all parts of the Planning Area with central Chula Vista.

The expected increase in the number of retired people, who may be unable or unwilling to drive, also suggests increasing demand for public transit linking the various parts of the Planning Area to central Chula Vista and other destinations in metropolitan San Diego, such as the airport, railroad depot, bus station, recreation areas, etc.

The efficiency of public transit suggests its desirability from an economic point of view. The cost of a high level of transit service compares favorably with the cost of providing the additional traffic lanes, downtown parking spaces, and policing of a traffic circulation system based exclusively on the use of private automobiles.

III. HOUSING ELEMENT

A. Goals

The following goals jointly constitute the overall aim of the Housing Element of the City of Chula Vista:

1. The provision of decent housing in well-planned neighborhoods for low, moderate, middle, and upper income families and individuals.
2. The solution of the major housing and residential problems identified in Part I of Chula Vista's Housing Element.
3. The systematic renewal, rehabilitation, conservation, and improvement of the residential neighborhoods of the Chula Vista Planning Area.
4. The encouragement of private-sector leadership in the solution of local, Planning Area, and regional housing problems.

B. General Objectives

The following general objectives jointly recite the specific aims of the Housing Element of the City of Chula Vista.

1. The overall increase of the housing stock of the Planning Area.
2. The provision of adequate housing for the elderly, handicapped, large families, and persons and families of low or moderate income.
3. The broadening of local residents' choice of housing, housing types, and living environments.
4. The protection of the quality-of-life of existing settlements within the Planning Area.
5. The reduction of the San Diego Region's unmet need for affordable housing.
6. The integration of low and moderate income housing into the existing middle-class residential neighborhoods of the Planning Area, and the preclusion of the establishment of "ghettoes" or low-income enclaves.
7. The active encouragement of the private sector's participation in the City of Chula Vista's effort to promote the development of affordable housing.
8. The provision of adequate public works, facilities, and infrastructure.
9. The effective utilization of State and Federal grants and subventions for the promotion of decent, affordable housing within the Planning Area.
10. The total elimination of racial, age, religious, and sexual bias in housing.
11. The coordination of local affordable housing efforts with those of the State of California, the Federal Government, the County of San Diego, SANDAG, and neighboring municipalities.

C. Policy

1. The City of Chula Vista supports the "balanced community concept," and recognizes that ethnic, social, and economic enclaves are inconsistent with the democratic principles of the American republic. The City, therefore, encourages its citizens and builders to avoid the establishment of "ghettoes" herein,

and to support the development of neighborhoods which provide housing for people from all economic classes, racial stocks and age groups.

2. The admixture of residential neighborhoods and incompatible industrial or commercial areas shall be prevented. This admixture tends to result in residential decline and blight, and the consequential reduction of the quality of life, and the value of real property.
3. Nonconforming uses and dilapidated structures should be removed from residential areas. Nonconforming uses, if allowed to remain on an indefinite basis, tend to encourage zoning violations and ill-advised zoning amendments.
4. The City of Chula Vista shall encourage neighborhood conservation and rehabilitation programs. These programs protect peripheral, sound housing, and constitute an effective counter-attack against the wasteful practice of destroying old, but well-designed houses. The Community Development Department shall be responsible for the effectuation of this policy, and shall recommend the expenditure of adequate funds for the subject purpose in its "Block Grant" allocation proposals.
5. Good, sound housing, situated in stable residential neighborhoods, should be provided for relocated families.
6. Public facilities such as water, sewer, and effective drainage shall be provided throughout the City. These facilities will help deter residential decline and blight infestation.
7. Modern housing concepts shall be encouraged in new residential developments throughout Chula Vista. These should take the form of cluster gardens, common-green projects, planned unit developments, garden apartments, townhouse projects, and mobile home parks, subdivisions, and condominium projects. These concepts, if properly effectuated, could be effectively blended with new single family dwelling developments, and provide a physical basis for the implementation of Chula Vista's "balanced community" goals.*
8. Residential environments should be enhanced by the provision of internal and adjacent open space, such as parks, squares, circi, vestpocket parks, malls, common greens, plazas, hiking trails, bridle paths, bicycle paths and trails, and pure undisturbed, nonmanicured open space. The provision of adequate open space,

*El Rancho del Rey Specific Plan which covers approximately 2,300 acres of land, calls for a variety of housing types, clustering and other "new" development concepts, and mobile home parks and subdivisions. The El Rancho del Rey Specific Plan is now a part of the Chula Vista General Plan.

as required by the Zoning Ordinance, the Park Land Dedication Ordinance, and other developmental policies, should be a condition of approval of all new and expanded building programs.

9. Low and moderate income households are entitled to the same residential and environmental amenities as those which are standard to other families. Scaled down amenities and qualities build slums, and, therefore, must be carefully avoided. Notwithstanding these factors, density bonuses allowed under the PUD Policy are feasible where such bonuses produce improved patterns of open space, better dwellings, and "balanced communities."

The Planned Community (PC) and Planned Unit Development (PUD) zonal regulations are designed to accommodate experimentation. Developers with innovative programs for the reduction of building costs, therefore, shall be encouraged to use the flexible PC or PUD provisions.

10. The City shall endeavor to protect its stock of low and moderate income housing from the erosive effects of private and public rebuilding activities. Chula Vista's "MHP" Exclusive Mobile Home Park Zone provides such protection.
11. The City's Housing Element shall be implemented in close cooperation with the San Diego Association of Governments, the County of San Diego, and the several cities in the South Bay Area and the State Department of Housing and Community Development.
12. The City shall continue to regulate residential condominium and stock cooperative conversions in order to protect existing tenants, and promote the orderly growth and amenity of Chula Vista. If such conversions adversely affect the availability of housing for low and moderate income households to an appreciable extent, the City shall adopt remedial measures.
13. All new residential condominium and stock cooperative projects, and all of such projects created through the conversion process shall provide those amenities which are incidental to home ownership. These amenities shall include, but not be limited to: adequate storage, ample off-street parking, usable common and private open space, and good townscape planning, as called for by the Design Manual of the City of Chula Vista and the Town Centre Design Manual.
14. The Planning Department shall review the Housing Element and its Action Program on a continuing basis. The City's Housing Task Force of the Human Relations Commission shall annually review the element and program and shall report its findings and recommendations thereon to the City Council.*

*The Planning Department proposes the introduction of data procured from the 1980 Decennial Census into the text and tabular analyses of Part I of this element when such introduction becomes feasible.

D. Action Program

The implementation of the Housing Element will require the institution of an Action Program designed to increase the availability of the City's housing stock, the improvement of existing neighborhoods, and the creation of new residential areas. The success of this program is dependent upon the cooperation and active participation of government, neighborhood groups, builders, and other interested citizens.

The Action Program, which is subdivided into the following constituent programs, is directed at the solution of Chula Vista's housing problems.

1. Neighborhood Planning and Improvement Program.
2. Plan for the Removal of Dilapidated Structures.
3. Affordable Housing Program.
4. Capital Improvement Program for the Implementation of the Housing Element.
5. Development of Nonurbanized Parcels.
6. Relocation of Displaced Families.
7. Programs Designed to Promote Citizen Participation.
8. Foreseeable Obstacles to the Implementation of the Housing Element and Possible Solution.

1. Neighborhood Planning and Improvement

This program would provide the vehicle for the preparation of detailed neighborhood improvement plans and courses of action. Interested neighborhood groups could develop neighborhood improvement plans which would concentrate on the improvement of housing within their spheres of influence. Basically, these plans would constitute conservation or rehabilitation programs. The participating residents and property owners would be expected to improve and maintain their real property in accordance with their neighborhood plan. The City of Chula Vista would provide technical and professional assistance to the neighborhood planning groups, and undertake, when practical, the improvement and establishment of public facilities and public education programs on home maintenance. Goal of the subprogram: sound residential neighborhoods, designed to remain stable over a long period of time.

The Community Development Department, through its Block Grant program, is successfully conducting the rehabilitation and conservation efforts called for under this program. The said department's success is partially based upon its "outreach" approach.

In addition to the Community Housing Improvement Program (CHIP), Block Grant funds are devoted to the Chula Vista Mobile Home Replacement Program. The Chula Vista Low and Moderate Income Housing Fund supported by 20% of the proceeds received from the sale of redevelopment bonds, will be broadly used to augment the supply of housing for low and moderate income families and individuals.

2. Removal of Dilapidated Structures

The existence of dilapidated structures creates a blighting influence on adjacent housing in a neighborhood which is generally sound. A program for the removal of housing, which is in such a derelict condition that it is no longer economically repairable, is successfully pursued in this municipality. This program, which requires the strict enforcement of the City of Chula Vista's Building and Housing Codes, is governed by the "Dangerous Building" provisions, Volume IV of the adopted Uniform Building Code of the City of Chula Vista. The Director of Building and Housing directs this program. The effectuation of the Housing Element will require the continuing implementation of Volume IV.

3. Affordable Housing Program

- a. The City of Chula Vista shall encourage the Federal and State governments to create new and viable programs which promote the adequate housing of low and moderate income groups and disadvantaged families.
- b. The City of Chula Vista expects every developer to address the problem of housing low and moderate income families and individuals. Where proposed projects exceed fifty dwelling units, the municipality expects the involved developers to explore methods to devote a minimum of ten percent of the said units to low and moderate income housing. This program calls for the developer's exploration and investigation of Federal and State subsidy programs, and other economically-feasible means of reducing the cost of housing.
- c. In order to ease the burden which the above subprogram places upon developers, the City of Chula Vista shall grant maximum 25% net density bonuses, where such would not adversely affect the order, amenity, or stability of adjacent land uses, or where such bonuses would not augment density bonuses mandated under Section 65915 of the State Government Code. The number of housing units constituent to a density bonus granted by the City shall generally equal the number of low and moderate income housing units provided by the developer.

- d. The City of Chula Vista may reduce or waive municipal fees, or participate in the development of on or off-site improvements, where a minimum of 25% of the housing units of a project are devoted to the accommodation of low or moderate income households.

The density bonuses authorized under this subprogram shall not exceed 25% of the dwelling units permitted under the zoning regulations, and shall not augment bonuses mandated by State law. (See Subprogram o, infra.)

- e. The City of Chula Vista shall develop expeditious ("fast track") procedures for the processing of low and moderate income housing projects. These procedures should involve "check lists" and organizational routines which are designed to accelerate the delivery of technical services. Where areawide EIR studies are feasible, they should be utilized in order to shorten the subsequent environmental review of individual projects.
- f. The City of Chula Vista shall fully participate in the County's efforts to locate Section 8 leased housing throughout the San Diego Region. This participation will require Chula Vista to accept a pro rata share of this type of Federally-sponsored, rent-supplement housing.
- g. The City of Chula Vista shall require developers of projects which contain more than fifty dwelling units to participate in an "Affirmative Fair Marketing Plan," such as the BCA/HUD program. The Community Development Department shall administer this subprogram on a continuing basis. (Explanatory Note: An "Affirmative Marketing Plan" is initiated by an agreement between a developer and the U.S. Department of Housing and Urban Development. Under this agreement, the developer prepares a market plan which is designed to attract prospective home buyers or tenants from all groups within a given market area. The primary objective of this "outreach" plan is the enlargement of housing opportunities.)
- h. The City of Chula Vista shall continue to participate in SANDAG's regional program for the fair share allocation of lower-income housing, and shall continue its effort to provide more lower-income housing than the said program requires.

The City Council has officially accepted SANDAG's lower income household assistance formula and the statement of Chula Vista's fair share allocation, embodied therein. Under this formula, Chula Vista's good faith and diligent demonstration would entail this municipality's earnest endeavor to provide assistance to 482 lower income households during the 1980-1985 period.

- i. In accordance with the Housing and Community Development Act of 1974, the City of Chula Vista shall prepare, adopt, and execute the plans and programs which are prerequisite to this municipality's eligibility for "Block Grants." These grants shall be devoted to the improvement of Chula Vista and the solution of the low and moderate income housing problems therein.
- j. The City of Chula Vista, at the current and advance planning levels, shall promote the development of adequate housing for all economic segments of the people in the Chula Vista Planning Area. The City shall especially encourage the development of housing for the elderly and the handicapped.

Density bonuses and waivers of certain development standards, which are currently available under the Municipal Code's Low and Moderate-Income Senior Housing provisions, are expected to produce at least 60 units of renter new construction elderly/handicapped, and 40 units of homeowner new construction elderly/handicapped.

- k. The City of Chula Vista shall foster the establishment of affordable housing for low and moderate income households within the Bayfront Redevelopment Project Area.
- l. The voters of Chula Vista have approved, through an Article XXXIV referendum election, the development of public housing. If necessary, the City will attempt to increase its public housing authorization.
- m. The City of Chula Vista shall continue to actively seek State and Federal subsidies for moderate and low income housing. This effort shall include, but not be limited to the following programs:

- (1) Section 202: 80 units of renter new construction in the elderly/handicapped category.

- (2) Low-Rent Public Housing: 132 units of renter new construction, including 32 elderly/handicapped, 92 small family and eight large family.

- (3) Section 8 Existing: 210 units of renter existing, including 17 elderly/handicapped, 171 small family, and 22 large family.

- (4) Section 8 Moderate Rehabilitation: Ten units of renter rehabilitation, including five small family and five large family.

- (5) Housing Rehabilitation: 120 units of homeowner rehabilitation, including 69 elderly/handicapped, 40 small family, and 11 large family.

- (6) Shared Housing Study: 50 units of renter existing elderly/handicapped.

- n. The City of Chula Vista shall encourage the establishment of mobile home parks and subdivisions in order to increase its stock of affordable housing. It shall utilize its MHP Exclusive Mobile Home Park zone to protect existing and annexed mobile home parks and their residents.

Chula Vista, through the coordinated efforts of its Planning, Building and Housing, and Community Development Departments, shall encourage the development of modular-housing and factory-built housing projects within the several communities of this municipality. Housing produced through the employment of industrial-age methods and techniques should eventually be more cost-effective and affordable. These methods and techniques converted the motor car from the sports equipment of the wealthy to the personal transportation of the masses, and their application to housing provides much promise.

- o. The City of Chula Vista shall encourage the proposal of demonstration projects which utilize experimental, planning, developmental, and design techniques in an effort to produce well-ordered, low and moderate income housing. Under such projects, the City shall consider the tailoring of its preannounced land-use, bulk, and height standards to the needs of the developers, provided that such tailoring is consistent with sound City, townscape, and public works planning.

Demonstration projects could collectively produce a substantial number of affordable housing units. They could also develop techniques which could be employed throughout the Chula Vista Planning Area and San Diego Region.

- p. Where practical, the City shall consider the use of tax-exempt revenue bonds for the purpose of underwriting a portion of the cost of low and moderate income housing. The proceeds from the sale of these bonds could also be used to reduce the interest on purchase-money loans for such housing.
- q. Prior to the submittal of residential development plans for processing, developers shall confer with the City Planning and Community Development Departments on the matter of affordable housing. These pre-planning conferences shall be used to apprise developers of local housing needs and policies; available affordable housing incentives; and, current State and Federal legislation and programming with respect to housing. These conferences should also provide a mechanism for private-public negotiation, and the formulation of incremental affordable housing programs.
- r. In the selection and/or review of sites proposed for non-market rate housing, the City shall be guided by the following standards:

- (1) The site and neighborhood must be suitable for the type and density of housing proposed, and adequate public services and facilities must be available to service the development.
 - (2) The site must be free from severe adverse environmental or social conditions, unless there is an adopted program to remedy the undesirable conditions.
 - (3) The housing must be reasonably accessible to employment and to appropriate social, recreational, educational, commercial and health services that are typically found in market-rate residential neighborhoods.
 - (4) The site must promote greater housing opportunity, and must not act to unduly concentrate racial, ethnic or economic minorities into any one area of the City.
- s. The City Planning and Community Development Departments shall monitor the private and public production and maintenance of affordable housing within Chula Vista, and shall annually report its findings to the City Council. Where this monitoring activity indicates that Chula Vista's land-use, subdivision, or housing policies or regulations should be amended in order to foster the production or protection of essential affordable housing, the said departments shall officially recommend appropriate action.
4. Capital Improvement Program for the Implementation of the Housing Element

The future construction and installation of needed public facilities in the residential neighborhoods of the City of Chula Vista should be programmed in the City's Capital Improvement Plan. This plan should be reviewed annually by the Planning Commission in order to assure the people that capital expenditures are consistent with, and responsive to, the Housing General Plan Element, Neighborhood Improvement Plans, and other housing programs and subprograms.

5. Development of Nonurbanized Parcels

At such time as it is appropriate for undeveloped lands within the planning area to be urbanized, the City should regulate such urbanization with a view toward establishing orderly, stable and beautiful residential neighborhoods.

These lands should be developed with sound housing in good environments. The City of Chula Vista should promote the establishment of inclusionary and "balanced communities" in its new territories. Developers should create well-planned, mixed-income residential complexes in an effort to attract all age groups and economic segments of the community.

6. Relocation of Displaced Families

During the growth and expansion of the City of Chula Vista, there will be many times when existing dwellings will have to be acquired and removed. This acquisition and relocation may be the direct or consequential result of highway construction, urban renewal, or public facility development. Code enforcement might cause the removal of additional residences from Chula Vista's housing inventory. Prior to the commencement of programs which would displace individuals or families, the City of Chula Vista shall endeavor to relocate these people in standard, affordable housing, sited in suitable neighborhoods. The relocation of individuals and families from one depressed area to another would not meet the policy guidelines of the Housing Element, and would tend to augment urban decline.

7. Programs Designed to Promote Citizen Participation

Citizen participation in the formulation and preparation of the Housing Element has been provided by the Human Relations Commission, which acts as the official local citizens housing and advisory committee for the City of Chula Vista. Further public input and comment will be solicited by the Planning Commission and City Council during their public hearings on the plan.

The implementation of the Housing Element cannot be successful in the absence of its manifestation of a patent responsiveness to the needs and desires of the people of the Chula Vista Planning Area. The active support of local citizens and groups should be solicited during each phase of the City's Action Program for the implementation of the Housing Element. The Human Relations Commission, as the Housing Element Task Force, will promote citizen participation in Chula Vista's manifold housing and residential planning programs.

8. Foreseeable Obstacles to the Implementation of the Housing Element and Possible Solutions

a. Problem: Housing for Low and Moderate Income Families

Low income families, retired people on fixed incomes, large minority families, and households headed by widowed or divorced people often cannot compete in the housing market for sound dwellings which are located in suitable living environments. This group of people cannot procure adequate financing, and usually must gravitate to declining residential areas. In the Chula Vista Planning Area, naval families tend to swell the ranks of the low and moderate income groups. The rampant inflation of the 1970's has especially hurt low and moderate income families.

Solution:

The National Housing and Community Development Act of 1974, through its rent supplement programs and Block Grants, should provide much housing assistance to low and moderate income families.

b. Problem: Federal Assistance Programs

Local residents tend to manifest resistance to federally sponsored programs. In many cases, federal restrictions attached to federal programs discourage their use. Public housing, and its preemption of local control, is especially unpopular.

Solution:

Federal housing programs should be tailored to the needs of individual communities. In 1980, however, the need is for additional federal programming. The housing of low income and moderate income families requires imaginative and bold federal subsidy programs.

c. Problem: The Construction and Finance Industries

Private investment in the construction of new housing for low and moderate income families is not very lucrative. Investment in the production of housing for higher income families is more profitable. While inflation and high interest rates have adversely affected the entire housing market, they have virtually excluded lower-income families therefrom.

Solution:

The City of Chula Vista shall officially encourage house builders to provide a variety of housing units, and "balanced communities." Residential projects shall be expected to manifest compliance with the housing policies and Action Program of this municipality. The City shall encourage the State to finance well-planned, well-constructed, and well-managed, mixed-income residential complexes.

d. Problem: Employment

There is a shortage of employment opportunities in Chula Vista for members of low and moderate income families.

Solution:

The City Council and the Chula Vista Chamber of Commerce are actively engaged in the encouragement of commercial and industrial development in Chula Vista. The City is also

improving its local transit facilities, and is participating in the Metropolitan Transit Development Board's regional transit program. These efforts should improve the employment opportunities of low and moderate income residents.

IV. CONSERVATION ELEMENT

A. Objectives

1. To provide for the judicious management of Chula Vista's natural resources.
2. To promote land use policies and practices which will minimize the impact of development upon natural resources.
3. To preserve highly productive agricultural lands for the production of food and fiber.
4. To conserve and maintain the quality of existing water resources by careful management of lands adjacent to water resource areas.
5. To protect and manage sand and gravel resources for the benefit of the general public.
6. To preserve habitat for unique and endangered species of wildlife and areas of rare or unique vegetation.

B. Policies

1. Agriculture:

- a. The County of San Diego and local property owners are encouraged to utilize the Land Conservation Act (Williamson Act) as an aid in retaining agricultural lands in productivity.
- b. The legislature and local legislative representatives are urged to support the enactment of new State legislation to provide greater incentive to retain in agricultural use those lands which are threatened by urban development.
- c. Buffer zones shall be provided to reduce the conflicts between agricultural and urban uses.

2. Water Resources:

- a. The Chula Vista Bayfront Plan and Program shall be utilized to guide development of the Bayfront so as to maintain a harmonious relationship with the natural environment in that area.

- b. The Regional Water Quality Control Board shall be supported in their program to maintain the quality of water in San Diego County.
- c. Access to the waters of San Diego Bay shall be enhanced in order to maximize their use for recreation.
- d. Land uses around reservoirs should be limited to those which do not diminish the value of the water for domestic use or recreation.
- e. If salt production should be phased out in the south end of San Diego Bay, retention of the pond/dike network should be encouraged for potential utilization of the area for agriculture.

3. Sand and Gravel

- a. Suitably located sand and gravel deposits should be preserved and land use practices which will insure that these resources remain accessible for utilization now and in the future should be fostered.
- b. Rehabilitation of worked out sand and gravel areas into other productive uses shall be encouraged.

4. Wildlife - Vegetation

- a. Land use and development practices that recognize the value of plants and wildlife to man, and which preserve unique and endangered species, should be followed.
- b. Any marshlands determined to be of high ecological value should be preserved in their natural state and all new development, whether roadways, buildings, or other structures, should be carefully located and designed to promote this end. Where it can be determined that some filling and dredging is required to accommodate a viable plan, it will be considered.
- c. Areas of San Diego Bay housing unique forms of life, some of which are currently considered rare or endangered as a species should be preserved, protected and restored. Such areas include: open bay waters, small areas of salt marshes, and the pond/dike network of the salt evaporation ponds.
- d. The proposals in the San Diego Unified Port District's Master Plan, recommending the development of wildlife habitat in the South Bay to replace that destroyed by other developments will be supported by the City of Chula Vista.

C. Implementation Program

The development of a Natural Resource Overlay Zone for the preservation of natural resources will be studied in order:

1. To establish land use regulations which will protect mineral resources from intrusion by urban uses.
2. To provide performance standards which will regulate the extraction of mineral resources and protect adjacent land uses.
3. To set standards and develop plans for the rehabilitation of properties where mineral deposits have been exhausted.

V. OPEN SPACE ELEMENT

A. Objectives

1. To preserve as open space those areas needed to protect the public health, safety and welfare, such as: flood plains, unstable soil areas, and areas subject to geologic hazards.
2. To maintain as open space those areas which are necessary to preserve natural resources, such as: highly productive agricultural lands, suitably located mineral deposits, beaches, marshes, vistas, and areas of significant vegetation.
3. To preserve open space for outdoor recreation and educational activities, such as: public parks, trails, and private outdoor recreation areas.
4. To preserve open space to provide community identity, efficiency, and amenities, such as land to shape urban form and land to buffer conflicting land uses.

B. Policies

1. Areas of unstable soils, areas near earthquake faults, and areas in flood plains shall be retained in open space uses to minimize loss of life and property.
2. The Sweetwater Marsh, adjoining mudflats and shallow water areas, as shown in the San Diego Unified Port District Master Plan and the Chula Vista Bayfront Study shall be preserved as open space for their value as a wildlife habitat, their contribution as a major food source for fish and fowl, and for the protection of the quality of the water in San Diego Bay.
3. Areas of unique scenic, cultural and historic value should be preserved.

4. Major ground water recharge areas should be preserved in open space uses.
5. Highly productive agricultural lands should be retained as open space, through use of the Land Conservation Act (Williamson Act) and such other means as may become available.
6. Additional open space for outdoor recreation use shall be acquired as vacant land develops, through the dedication and/or in lieu fee requirements of the Park Land Dedication Ordinance.
7. As the presently urbanized areas of the city are redeveloped, additional open space for outdoor recreation should be acquired.
8. Development and retention of private open space for outdoor recreation shall be encouraged.
9. The City shall strive to preserve open space areas to give shape and meaning to the urban form, to provide visual and psychological relief from the stresses and strains of urban life, and to replenish oxygen consumed by the paraphernalia of urban living.
10. As hill lands develop, canyons and steep slope areas shall be preserved as open space to the maximum extent feasible, thereby providing a natural buffer and definition to developed areas.
11. The City will endeavor to develop a system of hiking, riding and bicycling trails (in areas such the SDG&E power line easements) to serve as links between major open spaces and recreational areas, to make them readily accessible from all parts of the community.
12. As development of the Chula Vista Bayfront occurs, public use and enjoyment of shoreline areas should be promoted and protected. Public pedestrian access should be provided along the edges of the Sweetwater River Marsh, with the understanding that an occasional use requiring waterfront access may not tolerate interruption by pedestrians or bicyclists.
13. The efforts of the San Diego Unified Port District to encourage the utilization of areas in the South Bay for agriculture will be supported by the City of Chula Vista.

C. Implementation Program

1. Existing Regulations

- a. Zoning Ordinance setback requirements will be used to preserve some minimal privately owned usable open space in built up areas of the city.

- b. The Planned Unit Development zone will be used to provide private and common open space in private developments.
- c. The Precise Plan Modifying District will be used to reserve open space in those areas where such reservations are particularly appropriate and where it is determined that application of standard zoning ordinance yard and setback requirements would not adequately protect the public health, safety and general welfare.
- d. Floodway Zoning (F-1) is applied in those areas subject to floods and inundation.
- e. The Planned Community Zone which requires approval of a general development plan and schedule by the City and which must delineate "... any public uses, such as schools, parks, playgrounds, open space and undisturbed natural land ..." will be used to permit the City to work with private developers to prepare plans that will result in meaningful open space preservation.
- f. Ordinance No. 1492 which requires that "...every subdivider shall, for the purpose of providing park and recreational facilities directly benefiting and serving residents of the regulated subdivision, dedicate a portion of the land or, in lieu thereof, pay a fee for each dwelling unit in the subdivision..." will be used in all newly developing areas to provide public parks.
- g. The Residential Construction Tax as set forth in Ordinance No. 1491 can be used to acquire open space throughout the city.
- h. Special Open Space Districts may be formed pursuant to Ordinance No. 1400 "...to provide a means whereby the City may form open space districts within which property may be assessed to pay the costs and expenses of acquisition development and maintenance of open spaces."

2. Future Actions

- a. The proposed Hillside Modifying District and Hillside Development Policy would limit residential densities and the amount of grading in hillside areas and provide substantial areas of natural open space.
- b. As study is completed on the Seismic Safety Element, modifications may be made to earthquake fault zones.
- c. The Parks and Recreation Element of the General Plan will be revised and will designate additional open space for outdoor recreation.

VI. SEISMIC SAFETY ELEMENT

A. Goals and General Objectives

The following goals and objectives constitute the foundation of the Seismic Safety Element of the City of Chula Vista.

1. The promotion of public safety from geologic hazards.
2. The arrangement of land use and space in a manner which is consistent with authoritative seismic safety practice.
3. The establishment of policy and guidelines upon which subsequent specific and precise programs designed to promote geologic safety can be enacted and promulgated.
4. The establishing of a long range, comprehensive, and general plan for the elimination of existing hazardous land uses and public facilities.
5. The identification and appraisal of geologic hazards within the Chula Vista Planning Area.

B. Statements of Policy

1. The Seismic Safety and Safety Elements of the General Plan shall constitute the long range, comprehensive, and general planning policy for the protection of the Chula Vista Planning Area from geologic and fire hazards. The Seismic Safety Element shall be the principal plan with respect to geologic hazards; the Safety Element shall be predominant with respect to fire hazards.
2. The Seismic Safety and Safety Elements shall be administered and implemented as complementary plans.
3. All known, major geologic hazards shall be graphically represented on the plan diagrams of the Seismic Safety and Safety Elements, and shall be appraised and evaluated in the text of the former. As the science of seismology advances, the said diagrams and text shall be reviewed and essential revisions thereto shall be prepared.
4. The Planning Department of the City of Chula Vista is charged with the duty of keeping the Seismic Safety Element current with new geologic findings within the Chula Vista Planning Area.
5. The seismic safety program of the City of Chula Vista shall be coordinated with the seismic safety programs of the San Diego Association of Governments, the County of San Diego, and the several cities therein.

6. No lands shall be subdivided, developed, or filled within the City of Chula Vista in the absence of supportable, professional evidence that the proposed subdivision, development, or land fill would be geologically safe.
7. Wherever feasible, land uses and buildings which are determined to be unsafe from geologic hazards shall be discontinued, removed, or relocated.
8. The Uniform Building Code, the Fire Code, the Uniform Code for the Abatement of Dangerous Buildings, the Subdivision Ordinance, the Zoning Ordinance, and the Emergency Plans for the City of Chula Vista and the Unified San Diego Emergency Services Organization shall effectuate the Seismic Safety Element. These specific and precise plans shall be amended when their amendment is required to effectively implement this element.
9. The City of Chula Vista recognizes that its planning area is traversed by several faults, and that some geologic risks cannot be avoided without disproportionate public expenditures. Chula Vista, therefore, accepts minor property damage as the level of acceptable risk. The loss of life and major property damage are not acceptable risks, and shall be precluded through the stringent enforcement of local ordinances and the establishment of high priorities for public safety oriented capital expenditures.
10. Since damages can often be prevented or mitigated by effective governmental and emergency services, emergency facilities, public buildings, and communications and transportation centers should not be established in close proximity to fault traces.
11. The City of Chula Vista should initiate a public information program on geologic hazards and safety. This program should be augmented by a technical, in-service program for municipal staff.
12. When a development or subdivision is proposed in an area of known geologic hazards, the developer or subdivider shall submit a report prepared by an engineering geologist to the Environmental Review Committee.
13. Eventually, the seismic safety program of the City of Chula Vista should be based upon special land regulations and special land management zones, such as "seismic hazards management zones." The enactment of these regulations, and the establishment of "seismic hazards management zones" will require additional general and local geologic information and the synthesis of seismic safety matrices.

14. All amendments to the Seismic Safety Element shall be responsive to the "California Council on Intergovernmental Relations" General Plan Guidelines, dated September 1973, and amendments thereto.
15. The Environmental Review Committee shall annually review the Seismic Safety Element and shall report its findings to the Planning Commission of the City of Chula Vista.

VII. NOISE ELEMENT

A. Objectives

1. To develop a City noise program which recognizes the right of every citizen to live in an environment in which noise is not detrimental to his or her life, health, and enjoyment of property.
2. To develop a noise program which will enhance the amenity of the community.

B. Policies

The City of Chula Vista shall:

1. Act to ensure that the comfort, convenience and safety of its residents are not adversely affected by noise.
2. Seek appropriate changes in the City Code to foster an effective Noise Abatement Program.
3. Commit the responsibility for implementation of such a program to all City personnel, particularly management and supervisory personnel.
4. Encourage and stimulate training and education relating to noise.
5. Endeavor to control noise at its source rather than along its path of transmission or by insulating the receiver.
6. Take all possible steps to promote a quiet community.

C. Implementation Plan

The City of Chula Vista shall:

1. Continue to prohibit excessive noises which are a detriment to the health and safety of its residents.
2. Commit responsibility for regular review of the City's noise ordinances to the City Attorney who should recommend measures which will strengthen the City's noise abatement efforts.

3. Develop consistency in law and practice placing liability for environmental noise on the producers of the pollution.
4. Consider the effects of noise, especially transportation in its land use decisions to ensure noise compatibility.
5. Develop remedial measures to correct areas of identified noise source-receiver incompatibility.
6. Continue to regulate noise in residential and commercial areas through the use of general noise ordinances.
7. Continue to specify performance standards in the Zoning Ordinance.
8. Continue to utilize its Environmental Review Process to evaluate and ameliorate noise impact.
9. Regularly review technological developments in building techniques which improve noise attenuation capacities, incorporating such techniques in the City's law and practice.
10. Request that the Safety Commission sponsor a noise education program for citizens.
11. Provide training to City personnel in techniques to abate noise.
12. Ensure that the operational procedures of the City itself promote a quiet community.
13. Ensure that equipment and supplies bought and leased by the City meet noise standards as a condition of bid.
14. Continue to actively support noise legislation which will enhance our noise environment, reducing noise emissions from transportation, industrial and construction sources.

VIII. SCENIC HIGHWAY ELEMENT

A. Objectives

1. To preserve and enhance the scenic quality of selected streets in Chula Vista.
2. To create a network of scenic routes throughout the City.

B. Policies

1. All developments proposed adjacent to scenic routes will be carefully reviewed to insure that the design of the development proposal will enhance the scenic quality of the highway. This review should include:

- a. Architectural design of structures
 - b. Siting of structures
 - c. Height of structures
 - d. Landscaping
 - e. Signs
 - f. Utilities
2. With the exception of properties in the R-1 zone, all properties adjacent to scenic routes shall have the "P" Precise Plan Modifying District or other districts requiring plan review attached to the underlying zone. In connection with any tentative map submitted on R-1 properties abutting a scenic route, each applicant shall be required to submit a proposal for beautification of the portion of the scenic route adjacent to his development. Each proposal shall consider such factors as:
- a. The treatment given to the scenic route outside the boundaries of the particular tentative map area,
 - b. preservation and enhancement of natural features of the site,
 - c. creation of a pleasing streetscape through special landscaping techniques and varied building setbacks,
 - d. creation of substantial open areas adjacent to scenic routes through the use of clustering and PUD concepts.
3. Whenever possible all slopes or common areas adjacent to a scenic route shall be placed in an Open Space Maintenance District pursuant to City Ordinance No. 1400 to insure a consistent plan of landscaping and a level of maintenance compatible with the scenic quality of the route.

IX. SAFETY ELEMENT

A. Goal

The primary goal of the Safety Element is the protection of the City of Chula Vista, the Chula Vista Planning Area, and their constituent communities from fires and geologic hazards.

B. General Objectives

The preservation of life, health, and property; the continuity of government and order; the maintenance of municipal services; the rapid resolution of emergencies; and the rapid return of community normalcy and public tranquility are the general objectives of the Safety Element.

C. Statements of Policy

1. The City of Chula Vista shall promote the establishment and maintenance of safe and effective evacuation routes, an ample peak-load water supply, adequate road widths, and safe clearances around buildings, in accordance with the legislative change embodied in Section 65302.1 of the Government Code.
2. The streets and rights-of-way of the City of Chula Vista shall be of adequate width and construction to facilitate the movement of emergency vehicles during fires and emergencies resulting from geologic hazards. Said streets and rights-of-way shall also be adequately designed to facilitate the evacuation of people during fires and the said emergencies if and when the authorities determine that evacuation is the best course of action.
3. The open space surrounding structures shall be sufficient to promote fire safety.
4. The space separating buildings shall be consistent with the tenets and precepts of fire safety and seismic-safety practices.
5. The peak-load water supply shall adequately meet the needs of the Chula Vista Planning Area during periods of flood, fire, and natural disaster.
6. All major geologic faults and areas susceptible to geologic hazards, such as ground movement, land slides, liquefaction, ground failure, seiches, or tsunamis, shall be identified on the Plan Diagram of the Seismic Safety Element of the General Plan. The Safety Element's Plan Diagram shall also identify the five major seismic faults in the Chula Vista Planning Area.
7. No land use shall be established, no structure shall be constructed, and no land shall be subdivided unless the proposed establishment, construction, or land subdivision is consistent with the principles of seismic safety. This policy shall cover, but not be limited to grading, and "cuts and fills."
8. During periods of major emergency, the Emergency Plan of the City of Chula Vista shall become operative. The Disaster Council and Director of Emergency Services shall execute the plan.
9. The Zoning and Subdivision Ordinances shall be amended, as required, to implement the policies of the Safety and Seismic Safety Elements.
10. While the Seismic Safety Element shall be the controlling plan with respect to geologic hazards, the Safety Element shall be paramount with respect to emergencies involving fire.

11. The Fire Code shall be consistent with the policies embodied herein, and in the Seismic Safety Element.

D. Standards and Design Proposals

1. Fire Stations

- a. As a general rule, fire stations shall be distributed so as to provide an average engine response time of four minutes, after receipt of an alarm, to all urbanized parts of the municipality.
- b. The precise location of fire stations shall be determined by the following factors:
 - Land use pattern, residential density, and building intensity.
 - Street patterns and traffic volume.
- c. Fire stations should be sited on arterial streets or collectors. If circumstances require the location of a fire station on a minor street, the said minor street should lead directly to an arterial street or collector.
- d. Fire stations, where practicable, should be located on corner lots, or lots with primary and secondary (alley) accesses. Stations should be situated a minimum of three hundred feet (300') from signalized intersections.
- e. Fire station sites must be large enough to accommodate a station office, living quarters for the on-duty personnel, areas for apparatus storage and maintenance, off-street parking, and environmental amenities, such as landscaping and walks. Where stations are located in areas of anticipated growth, the fire station site should be of adequate size to accommodate planned expansion. New fire stations should be built to house no less than two apparatus.
- f. The design of fire stations should be environmentally and aesthetically compatible with adjacent land uses.
- g. Where practicable, fire station houses should be one story in height.
- h. The siting of fire stations within the City of Chula Vista shall be consonant with the standards of professional fire-fighting practice. The standards of the Insurance Service Office (ISO) shall, where practicable, and responsive to local circumstances, be employed as preliminary guidelines.

2. Fire Flow

- a. Where street patterns permit the installation of gridiron systems of water distribution, the following fire flows should be available during periods of peak, domestic water demand.

Fire Flow Standards: Gridiron Systems

<u>Land Use Classification</u>	<u>Gallons/Minutes (gpm)</u>
Low and medium density residential	2,000 gpm from 3 adjacent hydrants flowing simultaneously
High density residential and commercial	4,000 gpm from 4 adjacent hydrants flowing simultaneously
Industrial	6,000-9,000 gpm from 6 adjacent hydrants flowing simultaneously
Major commercial	12,000 gpm to any given block

- b. Where street patterns necessitate the development of water distribution systems on dead-end mains, the following fire flows should be provided.

Fire Flow Standards: Dead-End Mains

<u>Land Use Classification</u>	<u>Gallons/Minute (gpm)</u>
Low and medium density	1,500 gpm*
High density residential	2,000 gpm*
Industrial	3,000 gpm*

*Last 2 fire hydrants flowing simultaneously

3. Minimum Road Widths and Clearances Around Structures

- a. The road width standards for fire protection and evacuation routes are generally identical to the street width standards embodied in Section 28.903 B. of the Subdivision Ordinance of the City of Chula Vista, to wit:

<u>Classification</u>	<u>Min. R/W Width</u>	<u>Min. T/W Width</u>
Prime Arterial (6) Lane	126'	106' (18' Median)
Major Road (4) Lane	100'	82' (18' Median)
Collector Road (4) Lane	80'	64'
Residential Collector Street	55'	40'
Residential Street	51'	36'
Commercial-Industrial Road	72'	52'
Frontage Road	46'	30'
Two-Way Hillside Local Street	44'	32'
One-Way Hillside Local Street	36'	24'
Local street (No Parking)	34'	24' (P.U.D. only)

R/W = right-of-way; T/W = travelway

- b. Notwithstanding the above statement, the diameter of the travelway of the terminus of a cul-de-sac street should not be less than 80 feet.
- c. Fire engines, as a general rule, require a 26' wide path around structures for proper maneuvering. The provision of this clearance around structures is impracticable in most residential and commercial developments. With respect to high-density residential and commercial structures the Fire Chief may accept on-site fire-protection facilities in lieu of compliance with the subject "clearance-around-structures" standard.

4. Evacuation Routes

While the prevailing view of disaster and emergency planners is that the evacuation of neighborhoods and subneighborhoods during periods of emergency tends to complicate the solution of the involved problems, and actually precludes the effective movement of emergency vehicles and personnel, there may be times when evacuation on a limited scale is the only solution. Under these circumstances, the people should be evacuated to neighborhood and community schools, hospitals, and public facilities, where they could receive adequate care and treatment.

In the event of a major disaster, the Disaster Council might feel that a large part of Chula Vista should be evacuated. This evacuation could best be conducted over the following arteries:

- a. I-5, I-805, I-54 (proposed) and the San Miguel Freeway (proposed)
- b. E. Bonita Road, "H", "J", "L" Streets, and Telegraph Canyon Road
- c. Naples, Palomar and Main Streets; Orange Avenue
- d. Broadway, Fourth Avenue, Hilltop Drive, Oleander Avenue, Otay Lakes Road, Third Avenue, and Melrose Avenue

5. Fire Safety in 1990 - the Fire Safety Plan

If the population projections of the Planning Department are supported by time and events, the number of fire stations within Chula Vista will increase from four to eight, and the number of fire department personnel will increase from 70 to about 150. The new stations, which will be located in accordance with standards predicated upon response time, will be sited in the Telegraph Canyon, Tidelands, and Bonita communities.

The Fire Department's long-range program is not solely governed by population increases and land-use expansions. Chula Vista, like other viable cities, manifests a propensity to grow vertically. High-rise and medium-rise structures present enormous fire protection problems. These problems will require the Fire and Building Codes to include the following safety features:

- a. Safe access by fire fighters to all parts of high-rise and medium-rise buildings.
- b. The installation of primary and secondary water and power systems in major buildings, including high-rise and medium-rise structures.
- c. The installation of adequate fire-alarm systems and automatic fire-detection and extinguishing systems in all major buildings and complexes.

The provision of effective fire protection is dependent on the extancy of adequate water, adequate water lines, and adequate water pressure. Chula Vista's growth, therefore, should be gauged by its sources of domestic water, and its capacity to provide domestic water during periods of peak demand and emergencies.

The Fire Department and other municipal line agencies concerned with public safety propose to effectuate the Element through the employment of concerted action, research, and public and staff educational programs.

X. PARKS AND RECREATION ELEMENT

A. Objectives

1. To establish a system of parks and recreation facilities sufficiently diverse in design to effectively serve the needs and desires of all the citizens of Chula Vista.
2. To provide park and recreation facilities within close proximity to the residents they are designed to serve.

B. Policies

1. Wherever feasible, neighborhood parks should be located adjacent to elementary school playgrounds to increase the potential for multiple use of facilities and to locate them as close as possible to the center of the area they are designed to serve.

2. New neighborhood parks and elementary schools should be designed as a unit to encourage joint use as a neighborhood activity center.
3. Wherever possible, parks should be linked together by a system of trails and/or open space. In addition, it shall be the objective of the City to achieve a trail system which would connect the central core area of the community with the Southwestern College area to the east, the Sweetwater Reservoir to the northeast, and the Otay Lakes area to the southeast. Additional trails connecting the Bonita and Otay Mesa areas shall be reserved. Preferred locations for such trails shall be within open space areas outside of street rights-of-way. It shall be the policy of the City to guarantee the provision of trails pursuant to this element of the General Plan at such time as undeveloped properties are developed and to work with private developers to achieve this objective.
4. Land for park facilities shall be acquired or reserved as far in advance of development of an area as possible.
5. Existing park facilities should not be relinquished to private use but should be protected against diversion to non-public purposes and against invasion by inappropriate uses.
6. Park facilities should be distributed throughout the entire City as related parts of a unified, balanced system, with each site centrally located within its service area.
7. The size and design of activity areas and facilities should be regarded as flexible, so as to be adaptable to changes in the population served and in the recreation program offered to meet changing needs.
8. The planning, acquisition, development and administration of park facilities should reflect the fullest possible coordination with other public agencies to insure that the citizen receives the maximum from his tax dollar.
9. Parks should be located to serve the leisure needs of various areas and to stimulate social interaction within the area.
10. Play Lots, Vest Pocket, or Mini-parks should be utilized in the built up areas of Chula Vista where land for larger parks is difficult to provide.
11. a. Lands dedicated and/or fees collected pursuant to Section 17.10 (Park land dedication) of the Chula Vista Municipal Code will be used to reduce the amount of general fund monies necessary to provide parks in developing areas.

- b. As a general rule, the in-lieu park acquisition and development fees collected under the provisions of Section 17.10 of the Chula Vista Municipal Code will be devoted to the acquisition, development, or expansion of park sites which are within the Community Park Districts where the subdivider's project is sited.
 - c. The City of Chula Vista, notwithstanding the general rule expressed in the above paragraph, may utilize in-lieu fees for the acquisition and development of citywide or urban parks which serve the park and recreation needs of the general public as well as those of the residents of the involved subdivision.
 - d. This policy does not authorize the use of in-lieu fees for the acquisition and development of neighborhood parks outside the Park Administration District within which the new subdivision is located, except where it can be shown that, by virtue of access and distance, an external neighborhood park would better serve the residents of the subdivision than a neighborhood park located within the Park Administration District for the said subdivision.
 - e. For the purposes of this element, a citywide or urban park is defined as a multi-community park which serves the major park and recreational needs of the residents of one or more Park Administration Districts. In smaller cities, the subject type of park is traditionally called a "city" or "central" park. From the standpoint of recreational operations, a citywide or urban park is a "mini-regional park", and requires a site of approximately 50 acres.
- 12. Funds collected pursuant to Ordinance No. 1491 (Residential Construction Tax) may be used to acquire parks in the built up areas of the City, particularly when redevelopment takes place.
 - 13. The formation of Open Space Acquisition and Maintenance Districts under Ordinance No. 1400 should be encouraged to provide private park and recreation areas.
 - 14. The Planned Community and Planned Unit Development zones will be used to encourage development of private park and recreation areas.
 - 15. Before any City owned land is offered for sale, it should be evaluated by the Planning and Parks and Recreation Departments for its potential for use as park land.

C. Standards

The regional park needs of the residents of Chula Vista are fulfilled by facilities lying outside the city limits. Accordingly, the City need only be concerned about the neighborhood and community parks. Standards for such parks shall be as follows:

1. Neighborhood Parks:

Area: 2 acres for every 1,000 persons served

Minimum desirable size: 5 acres when adjacent to an elementary school, 10 acres when not adjacent to an elementary school

Population served: 2,500-5,000 persons

Service radius: Maximum 1/2 mile

Purpose: To provide near-at-hand recreation facilities and to serve as a neighborhood focal point.

2. Community Parks

Area: 2 acres for every 1,000 persons served.

Minimum desirable size: 15 acres

Population served: 7,500 persons or more depending on the acreage of the park

Service radius: 1.5 miles

Purpose: To provide recreation facilities which require more space than neighborhood park sites can accommodate, such as tennis courts, swimming pools, multi-purpose courts, community centers or recreation centers

Because of the difficulty of providing full size neighborhood and community parks in the built up portions of the City, it shall be the policy of the City to establish smaller recreational areas. Such smaller areas may take the form of vest pocket parks, play lots or tot lots as defined below:

3. Vest Pocket or Mini-Park

Usually less than one acre in size, may be designed to serve children only, senior citizens only, or all age groups, depending on the needs of the neighborhood. The size and location is determined more by the availability of vacant land than any other factor.

4. Play Lot

A small area intended for children up to 6 or 7 years of age. It is essentially a substitute for the backyard and thus is usually provided in high density areas. Play lots range in size from 2,500 sq. ft. up to one acre and usually feature play

apparatus, a paved area for wheel toys, benches, sand areas, a small wading or spray pool and landscape treatment. Children should not be required to cross a major arterial street to reach a play lot.

5. Tot Lot

A play area for small children, generally consists of a sand area, play equipment, and a shady sitting spot for mothers, usually located within a neighborhood or community park.

XI. PUBLIC BUILDING ELEMENT

A. Goal

The goal of the Public Building Element of the General Plan is the establishment and development of a system of public buildings which adequately meet the present and future needs of the residents, workers, and visitors of the Chula Vista Planning area.

B. General Objectives

The promotion of public safety, health, and convenience, and the long-range operation of the City of Chula Vista in a manner which is consistent with good service, efficiency, and economy are the general objectives of the Public Building Element.

C. Statements of Policy

1. Civic Center

- a. Public convenience and accessibility shall determine and guide the location, development, and expansion of governmental administrative facilities.
- b. The administrative facilities of the City of Chula Vista shall be located and designed in a manner which will enhance the order, stability, amenity, and social and economic progress of the urban core and the Chula Vista Planning Area at large.
- c. The administrative facilities shall be located and designed in a manner which maintains and improves the identity of the City of Chula Vista, and promotes the public's pride in its municipality.
- d. The administrative facilities of the Chula Vista Planning Area shall be served by ample off-street parking.
- e. The City of Chula Vista shall encourage the Federal Government, the State of California, the County of San Diego, and the San Diego Association of Governments to establish administrative facilities in the urban core.

- f. The City of Chula Vista shall encourage the establishment of the South Bay Judicial facility in the urban core of Chula Vista.

2. Library

- a. The library system of this municipality shall be gauged in its development to the fulfillment of the relevant cultural, informational, educational, and recreational needs of the general public, and to the requirements of persons engaged in specialized research.
- b. The library shall be served by adequate off-street parking.
- c. The City of Chula Vista shall build a new library within the urban core, and shall concentrate its facilities and programs therein. Branch libraries and/or storefront libraries may be established upon a showing that the central library cannot meet the public library needs of a significant number of residents.

3. Police Facilities

- a. The City of Chula Vista shall provide those police facilities which are prerequisite to the establishment and maintenance of a high level of police service throughout the city. These facilities shall be adequately staffed.
- b. When the existing police station can no longer effectively, efficiently, or economically serve outlying areas, police substations shall be established.
- c. The present practice of jointly using the facilities of the County of San Diego, and those of police departments of nearby cities shall be expanded.

4. Fire Facilities

- a. The City of Chula Vista shall provide fire protection which affords the public optimum security against fire loss, and is responsive to the public's desire for low operational costs, and low fire-insurance premiums.
- b. The siting, design, and appearance of fire stations shall be compatible with surrounding land uses.
- c. The City of Chula Vista shall adopt a program of "advance land acquisition" with respect to future fire station sites.
- d. Fire station sites shall be one-half acre to one acre in area.

- e. The replacement of obsolete stations, and the relocation of poorly situated, inadequately sited stations, fire administration facilities, and communication headquarters shall be programmed and implemented.
- f. As a general rule, fire stations shall be distributed so as to provide an average engine response time of four minutes, after receipt of alarm, to all urbanized parts of the municipality.
- g. The City Administration shall study the desirability of establishing a program under which the fire departments could cross jurisdictional boundaries to respond to fires within four minutes travel time, without invoking mutual aid, in order to reduce total operational costs; permit a better employment of tax dollars, and raise the level of fire protection within the metropolitan area.

5. Public Hospital Facilities

- a. The City of Chula Vista shall encourage the establishment, expansion, improvement, and modernization of hospitals and related health facilities within the Chula Vista Planning Area.
- b. The City's encouragement of the establishment and expansion of hospital and related health facilities shall be primarily based on determined needs.
- c. The City of Chula Vista shall recognize the importance of public convenience and accessibility during its consideration of proposed locations of hospitals and related health facilities.
- d. The City, in its plans for the location, development, or coordination of future hospitals and related health facilities, shall be responsive to the findings and recommendations of the Hospital and Health Facility Planning Commission of San Diego County, the Comprehensive Health Planning Association of Imperial, Riverside, and San Diego Counties, and other health planning organizations.

6. Religious Facilities

- a. The City of Chula Vista shall encourage churches and other religious bodies to study the following factors during the course of their facility and site planning programs.
 - (1) Residential patterns of denominational membership.
 - (2) Family income profile of denominational membership.
 - (3) Theological, cultural, and ethnic background of the areas in which religious facilities are proposed for location.

- (4) Membership convenience of proposed religious facilities.
- (5) Adequacy of proposed sites with respect to landscaping, off-street parking, and fellowship facilities.
- b. The City of Chula Vista shall encourage developers to work closely with churches, church committees, and other religious groups in order to promote effective and timely church site planning and acquisition.
- c. Churches and other religious bodies shall be encouraged to jointly use their off-street parking with other, compatible community and "quasi-public" facilities.

7. School Facilities

- a. The City of Chula Vista shall encourage the establishment of a full range of educational facilities, through the collegiate level, within the Chula Vista Planning Area.
- b. The schools within the Planning Area shall be encouraged to serve the social, cultural, vocational, and recreational needs, as well as the educational needs of local residents.
- c. The City shall encourage the selection of school sites which are relatively free from external disturbances, such as heavy traffic, excessive noise, offensive odors, and incompatible land uses.
- d. The City shall encourage the selection of school sites which can adequately accommodate all school activities, including physical education.
- e. The City of Chula Vista shall encourage the selection of school sites which afford safe, direct access for their student bodies.
- f. The City shall encourage school districts to recognize the impact of their facilities upon the neighborhoods and communities in which they are situated, and to, therefore, appreciate the need to develop their physical plants in an orderly and beautiful manner.
- g. Where feasible and proper, the City shall encourage the acquisition of school sites at a price which is equitable to the taxpayer and the property owner.
- h. The City shall encourage school districts to adopt advance planning and advance land acquisition programs.

- i. The City shall encourage school districts to correct their building deficiencies, especially where such deficiencies involve seismic safety, as soon as possible.
- j. Where it would be impracticable to expand existing undersized school sites, the City shall encourage the construction of multi-story school buildings, and the use of vacant public rights-of-way for playground purposes.
- k. The City of Chula Vista shall endeavor to expand its program for the joint use of school district facilities and city parks, in order to promote economy and efficiency.
- l. The City of Chula Vista shall continue to cooperate with the school districts in an effort to coordinate school site acquisition and residential construction.

XII. BICYCLE ROUTES ELEMENT

A. Objectives

1. To preserve, restore or provide the opportunity for a cyclist to ride his bicycle to virtually any destination he may choose, to make the bicycle a viable transportation alternative.
2. To provide a system of bicycle routes affording the cyclist the maximum possible safety.
3. To provide related facilities and services necessary to permit the bicycle to assume a significant role as a form of local transportation and recreation.
4. To foster the development of a system of interconnecting bicycle routes throughout the County and region.

B. Policies

1. Locate bicycle routes along designated scenic highways wherever possible.
2. Connect cultural facilities, recreation areas, educational facilities, major employment centers, and commercial areas by bicycle routes.
3. Encourage the provision of parking areas for bicycles at all cultural facilities, recreation areas, educational facilities, major employment centers and commercial areas.
4. Separate bicycles and automobiles whenever it is economically and physically possible to do so.

5. Locate bicycle routes so that they blend with the community and give the rider a sense of spaciousness and visual excitement.
6. Design bicycle facilities as an integrated part of all subdivisions and planned residential developments.
7. In planning any street improvement give consideration to the bicycle as a potential part of the traffic mix, whether or not the street includes a designated bike route.
8. Encourage commuter bicycling as a means to reduce air pollution and traffic congestion.
9. Encourage the provision of space for carrying recreation and commuter bicycles on public transportation systems.
10. Utilize public property, such as flood control channels and parks, wherever possible for construction of bicycle routes.

C. Classification of Bicycle Routes

1. Shared Route - A shared route is a street identified as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles.
2. Bike Lane - A bike lane is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but most share the facility with motor vehicles and pedestrians crossing it.

Bike lanes should be one-way facilities. Two-way bike lanes are generally unsatisfactory.

3. Bike Path - A bike path is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of street or highway right-of-way or on a special right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and also may have pavement markings.

D. Standards for Bicycle Routes

Bicycle routes and facilities within the City shall be constructed in conformity with that section of the California Highway Design Manual titled "Bike Routes (7-1000)." In all cases when designing

bicycle facilities such publication should be referred to for up-to-date detailed standards.

The shared route designation should be used only where traffic volumes are relatively light and sufficient lateral space exists to safely accommodate the bicycle rider along with moving and parked vehicles properly in the travelway.

Bike lanes should be used to provide for the one-way flow of bicycle traffic in marked lanes with an effective 5-foot lane width. Bike lanes should be utilized wherever vehicular volumes and/or speeds are such as to preclude the safe use of a shared route and space limitations do not permit construction of a bike path.

Bike paths should generally provide for the one-way flow of bicycle traffic, free of pedestrians along a paved pathway at least 5 feet wide and separated by space or physical barrier from a paralleling highway or street.

XIII. GENERAL PLAN DIAGRAMS

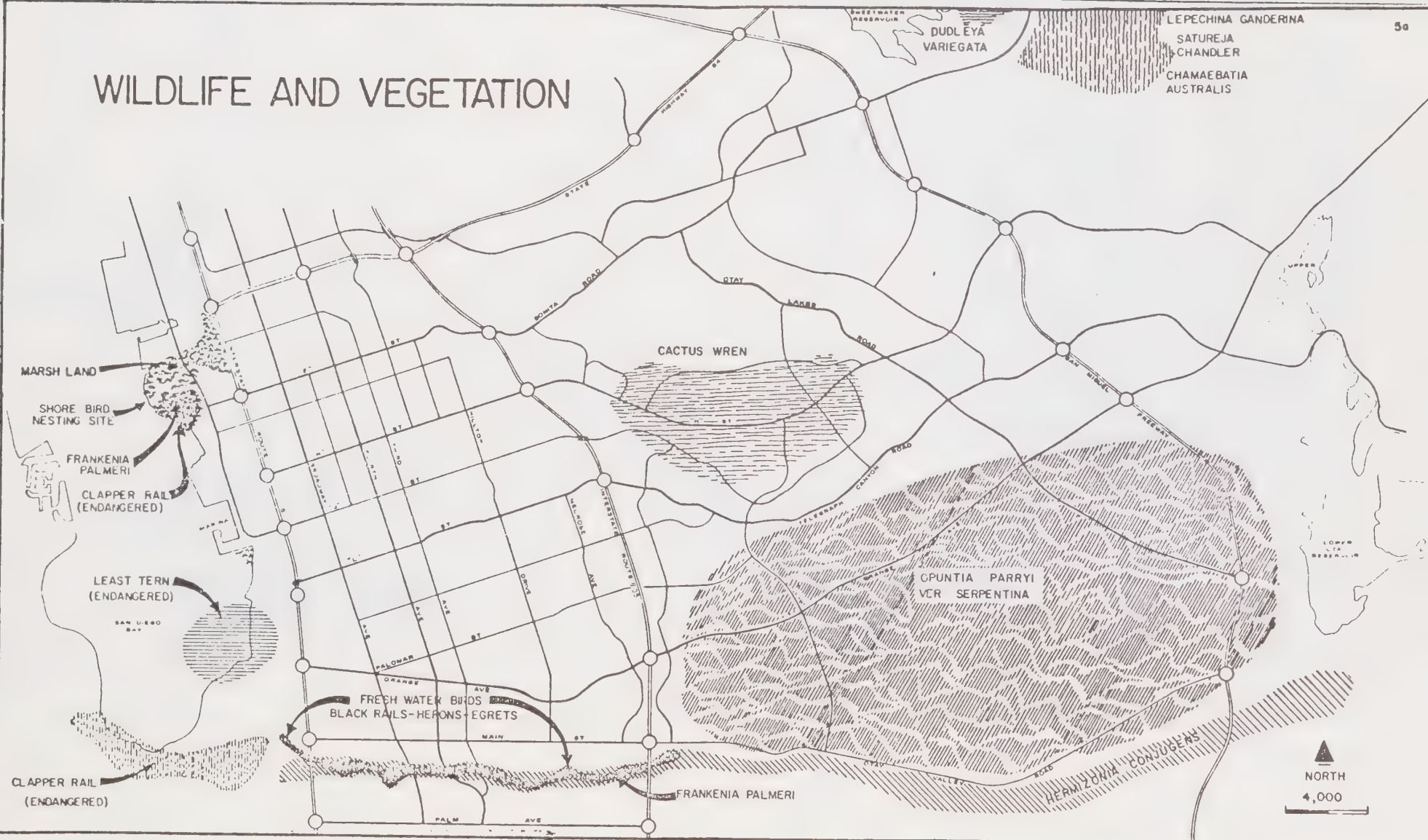
On the following pages are the constituent small-scale diagrams of the Chula Vista General Plan. The Land Use and Circulation Element diagram is published separately.

GENERAL PLAN CONSERVATION ELEMENT Chula Vista, California







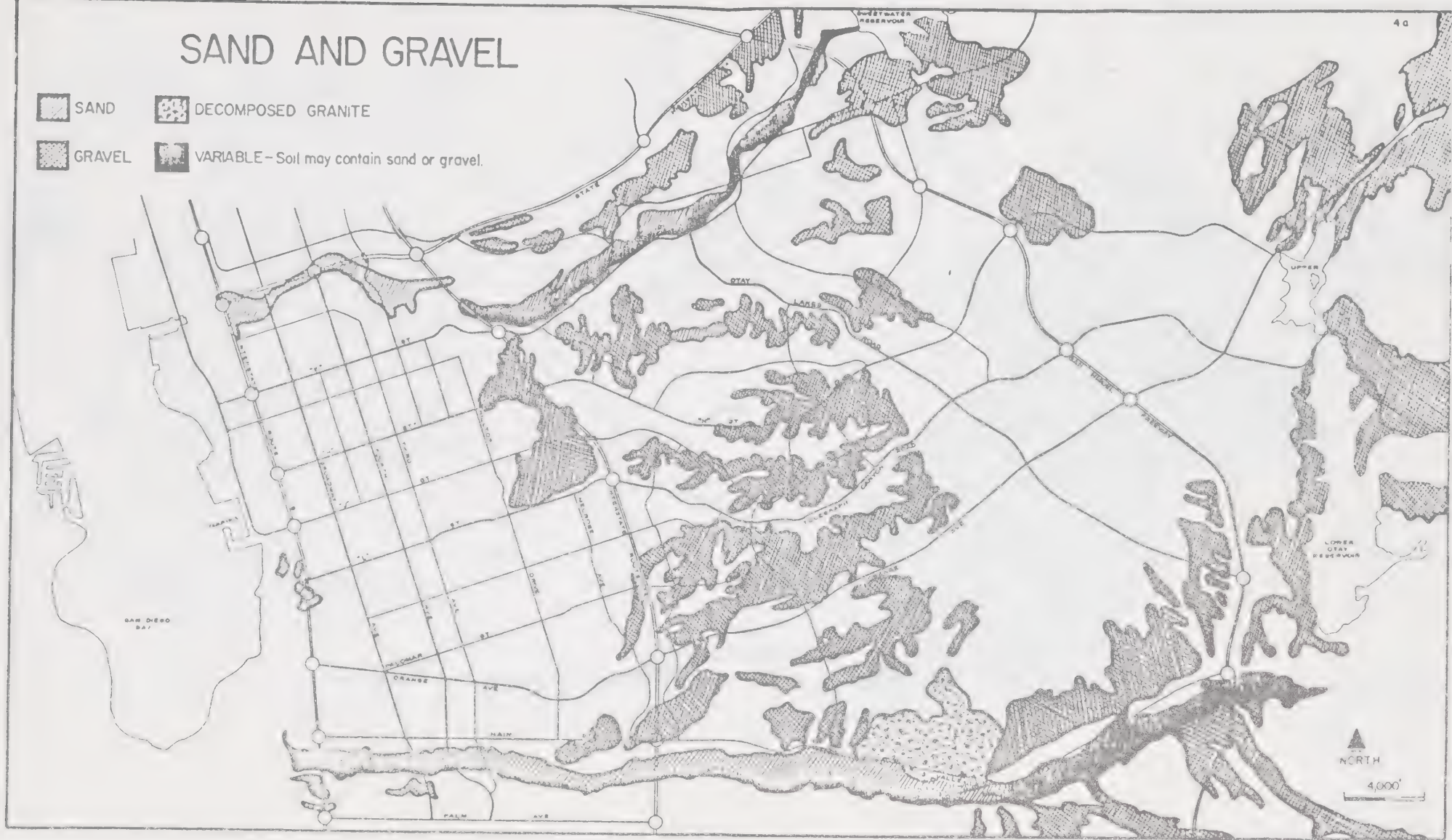
53

WILDLIFE AND VEGETATION



SAND AND GRAVEL

-  SAND
-  DECOMPOSED GRANITE
-  GRAVEL
-  VARIABLE - Soil may contain sand or gravel.



WATER BODIES

San Diego Bay

State Street

Broadway

Market Street

San Diego Zoo

San Diego Naval Air Station

4,000'

NORTH

NORTH
4,000'

LAND SUITABLE FOR AGRICULTURAL USE

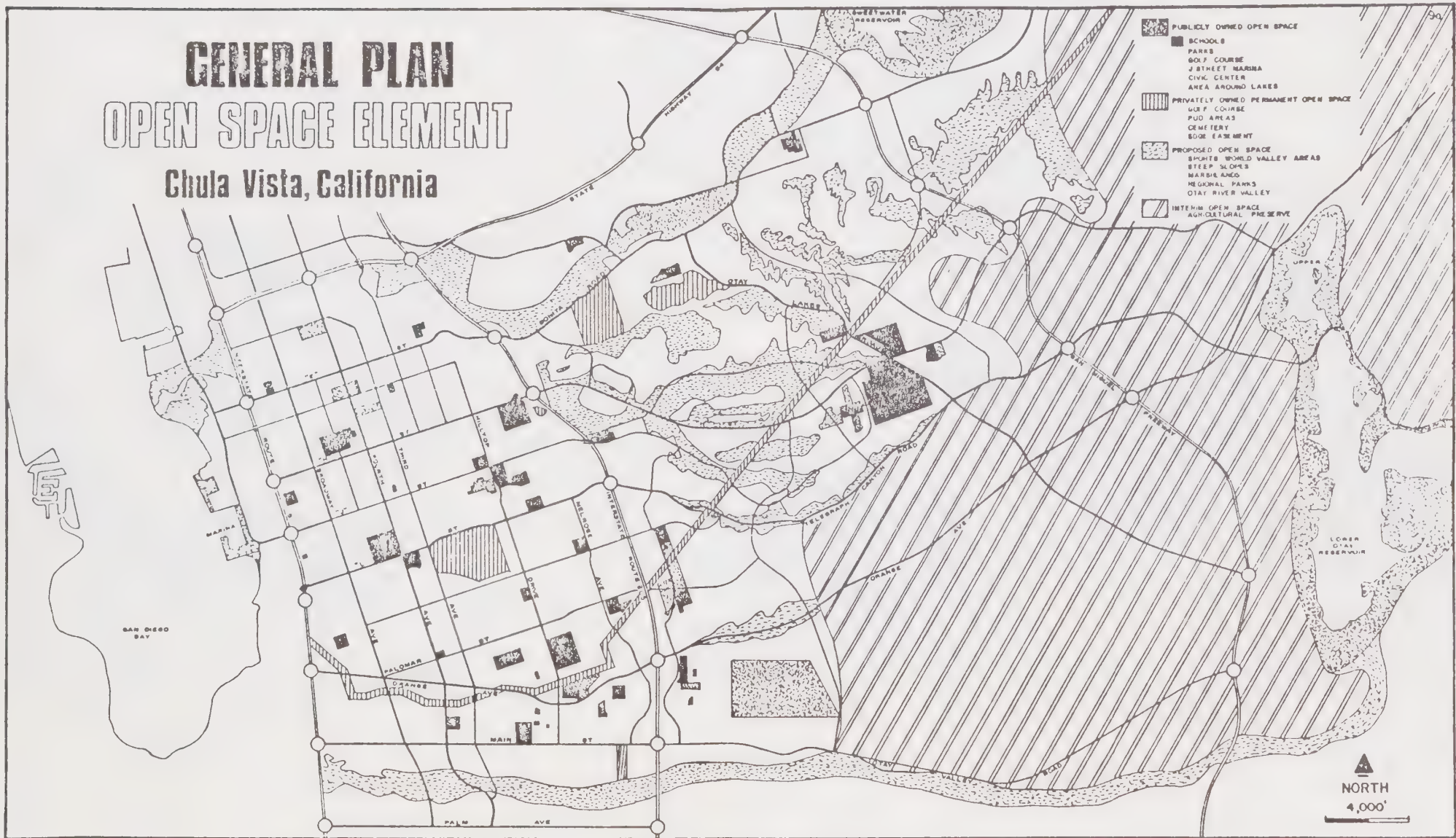
This map illustrates the land suitable for agricultural use in the Los Angeles area. The map features a grid of streets, with major thoroughfares labeled such as 10th, 12th, 14th, 16th, 18th, 20th, 22nd, 24th, 26th, 28th, 30th, 32nd, 34th, 36th, 38th, 40th, 42nd, 44th, 46th, 48th, 50th, 52nd, 54th, 56th, 58th, 60th, 62nd, 64th, 66th, 68th, 70th, 72nd, 74th, 76th, 78th, 80th, 82nd, 84th, 86th, 88th, 90th, 92nd, 94th, 96th, 98th, and 100th. The map also shows the Los Angeles River, the San Gabriel River, and the San Diego River. Shaded areas indicate land suitable for agricultural use, including the San Gabriel River valley, the San Diego River valley, and the Los Angeles River valley. The map includes a north arrow and a scale bar indicating 4,000 feet.

NOTES

400

GENERAL PLAN OPEN SPACE ELEMENT

Chula Vista, California



GENERAL PLAN GROUND TRANSPORTATION NOISE LEVELS - 1995

LEGEND

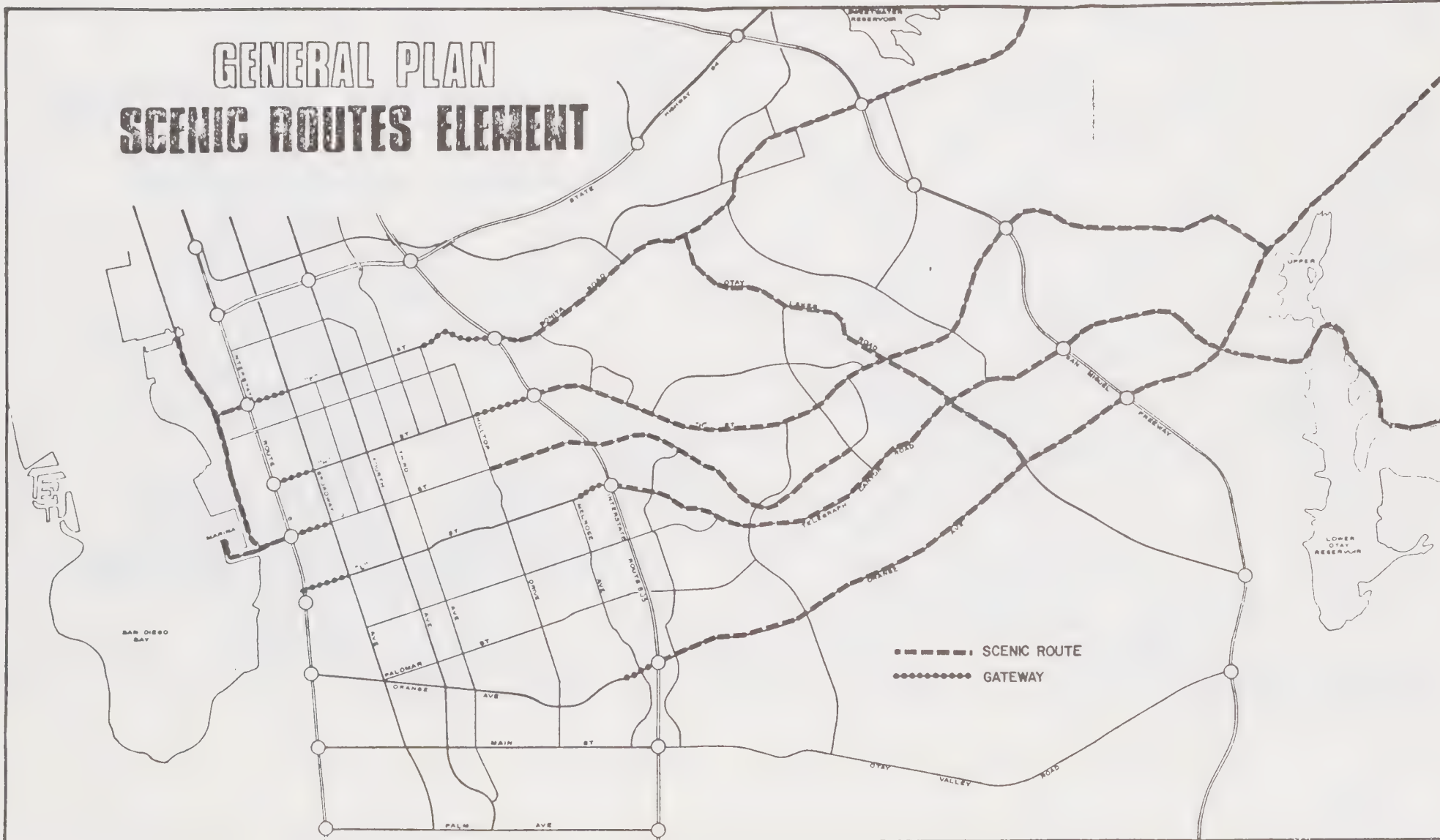
- 65 dBA
- 60 dBA
- +++++ 55 dBA
- +++++ 50 dBA
- 45 dBA



PLANNED DIAGRAM

JULY 21, 1974

GENERAL PLAN SCENIC ROUTES ELEMENT



GENERAL PLAN SAFETY ELEMENT

LEGEND

MAJOR EVACUATION ROUTES

EXISTING

PROPOSED

GEOLOGICAL FAULTS:

LOCATED

INFERRED

EMERGENCY CENTERS

HOSPITAL

CIVIC CENTER

DAM

ELEMENTARY SCHOOL

JUNIOR HIGH

SENIOR HIGH

FIRE STATION

TELEGRAPH CANYON
FAULT - Lockwood Report
No. 2087, GEOLOGICAL
SURVEY OF SAN DIEGO
BAY, 1967

William S. Krumholz & Associates
REPORT OF SOILS
INVESTIGATION
MILLAN'S
SANTA PARK
NO. 2

LA RACION FAULT SYSTEM
Woodward - Gualandri & Associates
GEOLOGICAL INVESTIGATION, LA
RACION FAULT SYSTEM, EL RANCHO
DEL REY DEVELOP-
MENT & Road work

Woodward - Gualandri & Associates
PRELIMINARY
SOILS & GEOLOGY
REPORT - WINDSOR VIEWS

Southern Cal. Testing Laboratory - REPORT
OF SOILS INVESTIGATION ON SITE OF
PROPOSED COMMUNITY GENERAL
HOSPITAL OF CHULA VISTA

William S. Krumholz & Associates
REPORT OF SOIL INVESTIGATION
AND ENGINEERING GEOLOGY STUDY -
APOLLO UNIT No. 3

Woodward - Gualandri & Associates
PRELIMINARY FAULT STUDY - HILLTOP
DRIVE CONCERNING SITE

LOTAY VALLEY FAULT
Owens, George B., GEOLOGY OF THE
OTAY RENTONITE DEPOSIT, SAN DIEGO
COUNTY, Calif. Div. of Mines Special Report
64 (1963)

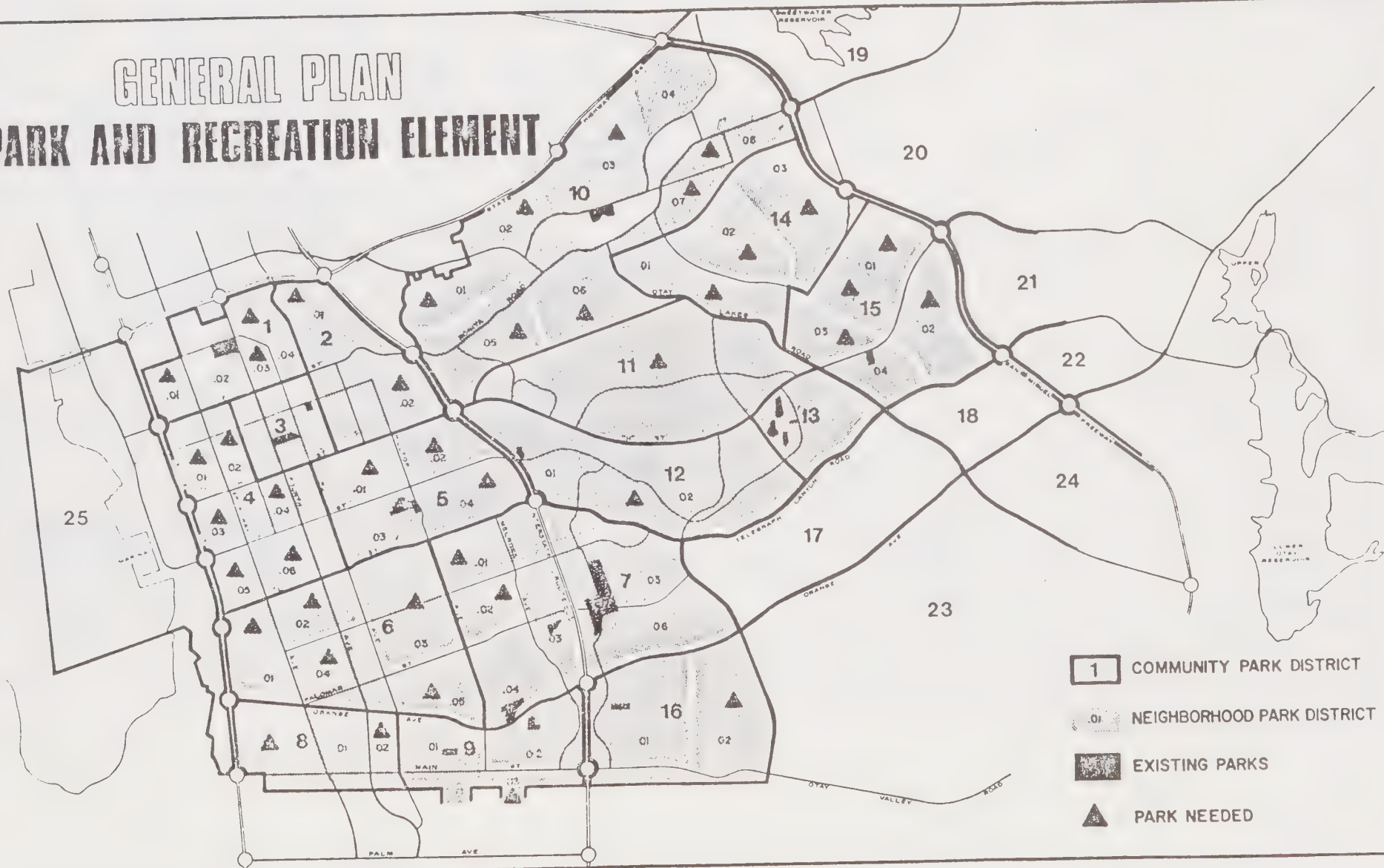
NORTH

4,000

PLANNED DIAGRAM

NOVEMBER 19, 1974

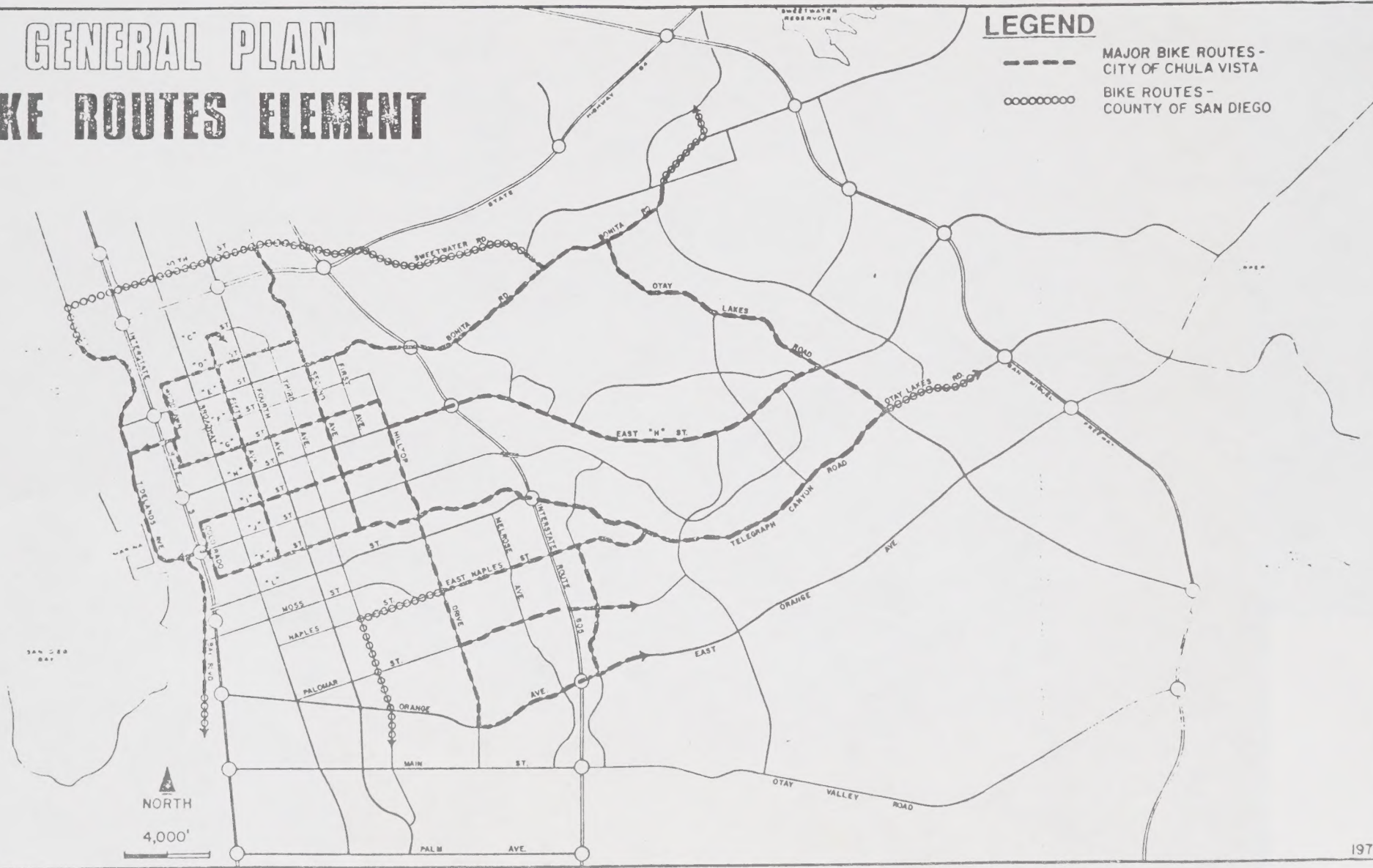
GENERAL PLAN PARK AND RECREATION ELEMENT



GENERAL PLAN BIKE ROUTES ELEMENT

LEGEND

- MAJOR BIKE ROUTES - CITY OF CHULA VISTA
- ooooooooo BIKE ROUTES - COUNTY OF SAN DIEGO



U.C. BERKELEY LIBRARIES

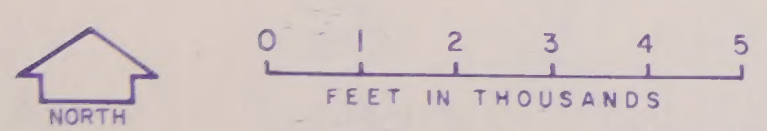


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GENERAL PLAN - 1990

CHULA VISTA, CALIFORNIA

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STUDIES LIBRARY
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THE GROWTH, DEVELOPMENT, AND CONSERVATION OF THIS AREA SHALL BE GOVERNED BY THE TEXT AND GRAPHICS OF THE "LOCAL COASTAL PROGRAM AND LAND USE PLAN," AS APPROVED BY THE CITY COUNCIL ON OCTOBER 11, 1965, UNDER RESOLUTION 11396, AND AS AMENDED BY COUNCIL ON MARCH 13, 1984, UNDER RESOLUTION 11565. THE PROGRAM AND PLAN WERE APPROVED BY THE CALIFORNIA COASTAL COMMISSION ON MARCH 27, 1984.

THE GROWTH, DEVELOPMENT, AND CONSERVATION OF THIS AREA SHALL BE GOVERNED BY THE "EAST LAKE AMENDMENT," WHICH WAS ADOPTED BY THE CITY COUNCIL ON AUGUST 24, 1982 UNDER RESOLUTION NO. 10996.

THE ULTIMATE LAND USE DESIGNATION OF THE "FUTURE URBAN" SUBAREA WILL BE DETERMINED AT A FUTURE DATE.

THE GROWTH, DEVELOPMENT, AND CONSERVATION OF THIS AREA SHALL BE GOVERNED BY THE TEXT AND PLAN DIAGRAM OF THE "EL RANCHO DEL REY SPECIFIC PLAN," WHICH IS HEREBY INCORPORATED INTO THE CHULA VISTA GENERAL PLAN BY THIS REFERENCE. OCTOBER 16, 1978

LEGEND

RESIDENTIAL DENSITY	COMMERCIAL	INDUSTRIAL	OPEN SPACE	CIRCULATION	SYMBOLS
LOW (1 - 3 D.U./AC.)	RETAIL	RESEARCH & LIMITED	AGRICULTURE & RESERVE	FREEWAY	<u>SCHOOLS</u>
MEDIUM (4 - 12 D.U./AC.)	THOROUGHFARE	GENERAL	WATER	MAJOR ROAD	ELEMENTARY
HIGH (13 - 26 D.U./AC.)	VISITOR		PUBLIC & QUASI-PUBLIC	COLLECTOR ROAD	JUNIOR HIGH
VERY HIGH (27 - 43 D.U./AC.)	PROFESSIONAL & ADMINISTRATIVE		PARKS & PUBLIC OPEN SPACE	RAILROAD	HIGH
					EXIST. PROP.
					CIVIC CENTER
					FIRE STATION
					HOSPITAL
					PROPOSED PARK

• ADOPTED DEC. 15, 1970 RESOLUTION NO. 5878							
REVISED	RESOLUTION NO.	REVISED	RESOLUTION NO.	REVISED	RESOLUTION NO.	REVISED	RESOLUTION NO.
7/25/72	6521	7/18/78	9198	3/13/84	11565		
9/ 5/72	6568	11/21/78	9366, 9367	8/28/84	11743		
9/12/72	6587	5/22/79	9402	9/11/84	11757		
2/13/73	6736	5/ 8/79	9585	10/23/84	11786		
2/20/73	6746	6/28/79	9659	10/30/84	11813		
6/19/73	6893	11/23/79	9851				
7/17/73	6937, 6938	5/10/80	10125				
11/ 6/73	7070	2/10/81	10387				
1/15/74	7145	6/ 9/81	10487				
11/26/74	7529, 7530, 7531	5/ 4/82	10843, 10844				
5/25/75	7741, 7742, 7743	8/24/82	10996				
5/25/76	8170	12/24/82	11103 (ERDR)				
11/16/76	8408 THRU 8416	4/19/83	11210				
6/28/77	8697	12/20/83	11432				
11/15/77	8885	1/17/84	11507				

